

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA12474

Date ISDS Prepared/Updated: 31-Jan-2017

Date ISDS Approved/Disclosed: 31-Jan-2017

I. BASIC INFORMATION

1. Basic Project Data

Country:	Tanzania	Project ID:	P150937
Project Name:	Dar es Salaam Urban Transport Improvement Project (P150937)		
Task Team Leader(s):	Yonas Eliesikia Mchomvu		
Estimated Appraisal Date:	09-Jan-2017	Estimated Board Date:	08-Mar-2017
Managing Unit:	GTI01	Lending Instrument:	Investment Project Financing
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?			No
Financing (In USD Million)			
Total Project Cost:	450.80	Total Bank Financing:	425.00
Financing Gap:	0.00		
Financing Source			Amount
BORROWER/RECIPIENT			25.80
International Development Association (IDA)			425.00
Total			450.80
Environmental Category:	A - Full Assessment		
Is this a Repeater project?	No		

2. Project Development Objective(s)

The Project Development Objective (PDO) is to improve transport mobility, accessibility, safety, and quality of transport service delivery along the selected corridors in Dar es Salaam.

3. Project Description

1. The project comprises the following three components.
 - (a) Component A: Establishment of the Third and Fourth Phases of the Dar es Salaam BRT System
 - (b) Component B: Improvement of the Ubungu Intersection and Complementary Road Safety

Infrastructure for the BRT Phase 1 System

(c) Component C: Institutional Strengthening and Reform, ICT Innovation, Safety Net, and Transport Studies

Component A: Establishment of the Third and Fourth Phases of the Dar es Salaam BRT System

2. This component will include five subcomponents.

Subcomponent 1: Establishment of BRT Phase 3 Infrastructure

3. This subcomponent will support the development of physical infrastructure for the 23.6 km BRT phase 3 trunk corridor. The phase 3 corridor starts at Posta within the Central Business District (CBD) and passes along Maktaba Street, Bibi-Titi Street, and Nyerere Road past Julius Nyerere International Airport (JNIA) to the Gongo la Mboto area. Another branch starts at the Kariakoo BRT terminal along Uhuru Street to Buguruni and Nelson Mandela Road and joins Nyerere Road at the TAZARA junction.

4. The infrastructure will include the BRT trunk corridor, 3 terminals, 1 bus depot, 3 feeder-transfer stations, 25 BRT stations; and 5 pedestrian crossing bridges. The BRT trunk corridor will have a median exclusive lanes for buses with a lane in each direction and overtaking lanes at stations and terminals. The trunk infrastructure will include five pedestrian crossing bridges at the Kisutu market, at the Buguruni-Rozana feeder terminal, at the JNIA terminal, at Banana, and at Gongo la Mboto. The two mixed traffic lanes will be reconstructed in both directions for the entire corridor (currently only available between the CBD and the airport), and bicycle lanes and pedestrian walkways will be constructed on both sides of the corridor at the outmost. The three terminals will be constructed at the Kariakoo hub terminal where all BRT phases integrate, opposite the JNIA, and at Gongo la Mboto. The project will also support the infrastructure for integrating the BRT corridor with the TAZARA central railway station, the JNIA, and vegetable/petty traders markets along the corridor. The BRT bus depot will be constructed at Gongo la Mboto, and the three feeder-transfer stations will be located at Jet Club, Banana, and the Buguruni Rozana area. Park-and-ride facilities for private car owners are planned to be supported near the Jet Club feeder-transfer station and at the Gongo la Mboto terminal. Also, the petty traders and vegetable markets at Kisutu, Mchikichini, and Buguruni will be provided with a safe linkage to the BRT corridor.

Subcomponent 2: Establishment of BRT Phase 4 Infrastructure

5. The subcomponent will support the construction of the 25.9 km BRT phase 4 trunk corridor infrastructure. The corridor runs from the Maktaba/Bibi Titi Road junction at the CBD (where it connects with the BRT phase 3 corridor) through Ali Hassan Mwinyi Road to Morocco (existing BRT phase 1 terminal). From Morocco, it continues to Mwenge and ends at Tegeta. The trunk corridor has a branch at Mwenge connecting to the BRT phase 1 trunk route at the Ubungo terminal.

6. The 16.6 km road section, out of 25.9 km along the BRT phase 4 trunk corridor, was recently rehabilitated and provided with a reserve land at the median for BRT bus lanes. The recently rehabilitated sections are Mwenge to Tegeta (12.7 km) and Mwenge to Ubungo (3.9 km). The two-lane road section between Mwenge and Morocco was recently widened by adding two additional lanes. The section is to be further rehabilitated as part of the BRT corridor.

Subcomponent 3: Preparation for Operation of the BRT System

7. This subcomponent will support the development of a fare integration policy (between BRT corridors and with other modes) and transaction advisory services for the selection of private sector operators through Public Private Partnership (PPP) arrangements. The Transaction Advisers will update the financial analysis for BRT phases 1, 2, 3, and 4 and design the operation arrangements (including fare integration within the network) as different infrastructure phases are completed. Procurement for the operation include (a) two trunk bus operators for BRT phase 3, (b) one trunk bus operator for BRT phase 4, (c) scaling-up of the contract for operation of the fare collection system and station management, and (d) scaling-up of the fund management contract. As part of their key assignment, the Transaction Advisers will also help the existing Daladala (minibus) operators

establish companies, cooperative, or franchises in line with the sector transformation efforts by the Surface and Marine Transport Regulatory Authority (SUMATRA). The design for operations will:

- (a) sensitize the local transport operators (trucks operators, up-country bus operators, and Daladala owners) to work with international bus manufacturers and bankers (local and international) to participate in the bidding for operation of BRT trunk bus services; and
- (b) support transformation of the existing Daladala operators and help them establish a company, cooperative, or franchise that can become one of the operators of the BRT phase 3 and 4 system.

Subcomponent 4: Upgrading of the Fare Collection System and Improving Traffic Management along the BRT Corridors

8. The project will support the design and scaling-up of the automated fare collection system (AFCS), including the supply of smart cards and establishment of the intelligent transportation system (ITS) covering the BRT trunk corridors. The standards for AFCS and ITS upgrade will ensure an open and interoperable system with General Transit Feed Specification (GTFS) data format that are fully accessible to the Government. The support will include construction of a DART traffic control center at the Kariakoo terminal, installation of traffic control systems, the ITS, closed circuit television systems within the BRT corridor, installation of the AFCS along BRT phases 3 and 4, control center help desk, and linkage of the control center with the road safety database. The traffic operations center (TOC) will collect all ITS and operators' data and become the key function for collaboration with different entities. The ITS Master Plan will be prepared for the entire BRT system that will also be consistent with the national one. The traffic operations center could be used to monitor traffic conditions using cameras and other technology, providing traveler information on road conditions and coordinating congestion management and incident response with different agencies.

Subcomponent 5: Implementation Support for Integrated Transit-Oriented Development along the BRT Corridors

9. The subcomponent supports a series of implementation support activities to promote transit and pedestrian-oriented land development, known as transit-oriented development (TOD) and pedestrian-oriented development, respectively, as well as approaches for land value capture and tax increment financing to create a high-density commercial and residential center within the BRT corridors. The activities will include

- (a) preparation of Integrated Land Use and Transport Plans for BRT phase 3 and 4 corridors, and
- (b) advisory and transaction support to guide the redevelopment of stations areas along the BRT phase 1 corridor using PPP mechanisms.

10. The principles of the Integrated Land Use and Transport Plans developed for the BRT phase 1 corridor will be applied to BRT phase 3 and 4 corridors. This will enable city authorities to manage land use demand along the corridor in a manner that will increase BRT ridership and decrease traffic congestion and sprawl while ensuring that an attractive and safe environment around transit stations is developed.

Component B: Improvement of the Ubungu Intersection and Complementary Road Safety Infrastructure for the BRT Phase 1 System

11. The project will support two subcomponents.

Subcomponent 1: Upgrading the Safety of the Ubungu Intersection and Integration of the BRT Corridor with Ubungu Up-country Bus Terminal

12. This subcomponent will involve

- (a) construction of an interchange at the Ubungu intersection;
- (b) rehabilitation of the Ubungu up-country bus terminal; and
- (c) construction of a road linking the up-country bus terminal with the interchange for smooth entrance and departure of buses to and from up-country.

Subcomponent 2: Road Safety Strengthening along the BRT Corridor and Kimara-Mbezi Feeder Section

13. This subcomponent will involve

- (a) improvement of pedestrian and cyclists safety along the BRT phase 1 corridor by providing respective exclusive lanes between Kibo and Kimara;
- (b) integration of the Kivukoni terminal with the ferry terminal for safe pedestrian and vehicle movements;
- (c) improvement of infrastructure for enabling traffic flow (especially right-turning intersections) along the BRT corridor and the Kimara-Mbezi feeder line; and
- (d) establishment of a performance-based maintenance contract for the BRT phase 1 corridor.

Component C: Institutional Strengthening and Reform, ICT Innovation, Safety Net, and Transport Studies

14. This component has seven subcomponents.

Subcomponent 1: Capacity Strengthening of Implementing Agencies

15. This involves

- (a) capacity strengthening to the Tanzania National Roads Agency (TANROADS), including technical assistance, equipment, training, and incremental operating costs;
- (b) capacity strengthening to DART including technical assistance for managing the BRT system, equipment, training, and incremental operating costs; and
- (c) capacity strengthening to SUMATRA for development of mass transit regulations and support to knowledge sharing with other mass transit regulators.

Subcomponent 2: Support to Restructuring of DART and Establishment of DUTA

16. This involves

- (a) technical assistance for restructuring of DART; and
- (b) technical assistance, equipment, training, and initial operating costs for DUTA.

Subcomponent 3: Support to Road Safety Agencies

17. This subcomponent will support the establishment of the Road Safety Authority (RSA) by providing

- (a) technical assistance, equipment, training, and initial operating costs;
- (b) enhancement and further rollout of the road accident information system (RAIS); and
- (c) support to the Department of Road Safety and Environment of the Ministry of Works, Transport, and Communication (MoWTC) to conduct a road safety audit and monitoring along the BRT corridors in Dar es Salaam.

Subcomponent 4: Piloting of Safety Nets and Impact Evaluation

18. This involves

- (a) design and implementation of a pilot program for providing public transport subsidy to the urban poor
- (b) skills development (training) to Daladala drivers; and
- (c) design and implementation of impact evaluation (IE) programs for the development of the Dar es Salaam BRT system.

Subcomponent 5: ICT Innovation and Open Data Pilot in the Public Transport System

19. This involves

- (a) introduction of open data in public transport in Dar es Salaam City through information and communication technology (ICT) innovation. The ICT innovation would include creation of public transport maps using open transport principles;
- (b) establishment of public bus service and bicycle routes;
- (c) creation of a mobile phone-based system for public transport passengers to provide feedback on the quality of BRT services and enable the authorities to improve service delivery;
- (d) development of a gender-based violence reporting system (mobile phone based) to be

mapped to enable authorities take action; and

(e) development of an accident mapping system along the BRT corridors for advocacy purposes.
Subcomponent 6: Improving Oversight Capacity of the MoWTC

20. This involves

(a) supporting the training program of the MoWTC (Works) including long-term training courses to low and mid-level professional staff; and

(b) supporting the living allowances (stipend) to fresh graduate engineers to enable them to participate in the Structured Engineers Apprenticeship Program (SEAP). The support of the SEAP will be linked to the development and adoption of a sustainable funding mechanism by the Engineers Registration Board (ERB).

Subcomponent 7: Transport Studies and BRT Communication Programs

21. This will involve

(a) updating of the conceptual design for the Dar es Salaam BRT system and detailed engineering design of phases 5 and 6;

(b) study for development of an analytical model for a fare subsidy policy in Dar es Salaam City; and

(c) support to communication programs for the preparation and operation of the Dar es Salaam BRT system.

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

The project is located in the Central Business District of Dar es Salaam City, specifically intercepting Ilala and Temeke, which are two among the three municipalities of Dar es Salaam region. The proposed construction of a grade separated junction at the Ubungo intersection is within the BRT Corridor along the central corridor serving all traffic into and out of Dar es Salaam and the hinterland. Specifically BRT Phase 3 is designed to cover Nyerere road corridor from Gongolamboto to Kariakoo, part of Uhuru Street (from Buguruni Traffic light to Kariakoo), part of Mandela Road (From TAZARA Traffic light to Buguruni traffic light), Bibi Titi Road and Azikiwe Street with a total of 23.6 km where it connects with other inward routes joining Kisarawe Town. The Project area is characterized by developed residential buildings and high concentration of trade, social services and manufacturing activities.

The proposed project will link other ongoing initiatives geared towards improvement of the Dar es Salaam infrastructure and transport network. This project may link to other projects such as: Kigamboni toll bridge (560m long) which is now completed to facilitate transport network of Dar es Salaam City with the Kigamboni area; and Kisarawe Freight Station, which is expected to link with other transport infrastructures including, proposed railway project, which is still under feasibility study. These projects will not be conducted simultaneously, however BRT 3 project is expected to link to the proposed BRT 2 financed by AfDB, Tanzania Zambia Railway Authority (TAZARA) headquarters intersection flyover, which is financed by JICA, and BRT 4, which is also under preparation to be financed by this project.

5. Environmental and Social Safeguards Specialists

Jane A. N. Kibbassa (GEN01)

Mary C.K. Bitekerezozo (GSU07)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental	Yes	The construction of 23.6 km (phase 3) and 25.9km (phase

Assessment OP/BP 4.01		4) of BRT infrastructure through a major urban center coupled, with the proposed construction of a grade separated junction at the Ubungo intersection are envisaged to generate potential significant and adverse environmental and social impacts to city dwellers. Potential environmental impacts may include: traffic disruption and access restrictions; noise, gaseous and dust pollution, soil erosion and pollution of water sources from borrow pits and quarries; and occupational hazards, mainly during construction phase. The Client has prepared an Environmental and Social Impact Assessment (ESIA) and Environmental and Social Management Plan (ESMP) for BRT phase 3 and Ubungo to guide mitigation of identified and potential impacts during project implementation. The Client has also prepared an Environmental and Social Management Framework (ESMF) to guide preparation of appropriate safeguards instruments specifically for future activities being designed under the DUTP: (i) BRT phase 4; (ii) complementary road safety infrastructure along the BRT phase 1 corridor, and (iii) any additional activities, within the DUTP components, arising from change of design.
Natural Habitats OP/BP 4.04	No	
Forests OP/BP 4.36	No	
Pest Management OP 4.09	No	
Physical Cultural Resources OP/BP 4.11	Yes	Triggering of the Physical Cultural Resources Policy: Most of the works included under the DUTP involves improvements within existing corridors therefore it is unlikely to have effect on physical cultural sites of national and international importance. However, it has been decided to trigger Operational Policy (OP) and Bank Procedure (BP) 4.11 to put in procedures for addressing any chance-find of physical or cultural resource such as burial and archaeological sites. The procedures will be incorporated in the works contracts and, during project implementation; the supervising engineers will ensure that the contractor implements appropriate measures. The measures include informing local authorities and the Antiquities Department; and preparing an appropriate mitigation plan, which will be approved before commencing any works in that area, as provided in the OP/PB 4.11.
Indigenous Peoples OP/BP 4.10	No	

Involuntary Resettlement OP/BP 4.12	Yes	The construction of such major roads infrastructure will require land and therefore a number of structures, businesses and households will be affected. The project has prepared two RAPs for (i) the Ubungo Intersection and (ii) the BRT 3. The project has also prepared a Resettlement Policy Framework (RPF), which will apply to BRT Phases 3 & 4 and for the additional road safety infrastructure works under Phase 1. The RPF will also be applied in case of any physical works resulting from changes of design during implementation of the project.
Safety of Dams OP/BP 4.37	No	
Projects on International Waterways OP/BP 7.50	No	
Projects in Disputed Areas OP/BP 7.60	No	

II. 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>Most of the impacts will be largely felt both just before and during the construction of the infrastructure and these will include: displacement of people and properties including formal and informal traders currently on the right of way (ROW) due to land acquisition; relocation of public utilities infrastructure and disruption of services; poor air quality from dust and emissions around the construction site and material hauling routes; increased noise pollution and vibrations due to compaction at construction and quarry sites due to compaction; disruption of traffic and accidents, etc.</p>
<p>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</p>
<p>Construction of BRT3, BRT4 and Ubungo intersection will open up many opportunities to the City especially along the project roads and other neighboring centers, Regions and Nation at large. The BRT system will allow more vehicles to reach the city center within the short time, thus commercial activities will be performed within short times and more benefits will be gained. Roadwork activities will have offered some short-term employments to local community such as construction laborers, security personnel, Contractors, Engineers, etc. Overall, the BRT project will have great benefits economically and environmentally compared to current status of the City transport system.</p>
<p>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</p>
<p>In order to minimize negative impacts proposal for possible alternatives for accomplishing the same objectives were considered both for construction of BRT 3 infrastructures and the Ubungo intersection. In principle, these included an analysis of the location, timing, inputs, materials and design as well as the do-nothing option. Since the proposed BRT project aims at using the existing road corridor as much as possible. The key or preferred alternative was a design priority that would fit the BRT lane within the existing and only available corridor for traffic from the central</p>

business district to the airport. Therefore, modifications of the design have been considered to minimize impacts on the existing environment. Geometric design has also been improved to accommodate safety and stability 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.

Tanzanian Environmental Management law requires a full environmental and social impact assessment (ESIA) for a project of this type and magnitude. The Ministry of Transport has in place an Environmental Code of Practice for Road Works (2009), which defines environmental criteria to be applied in Tanzania during feasibility, design, construction and operation of the road infrastructure. Separate Environmental and Social Impact Assessments (ESIAs), Environmental and Social Management Plans (ESMPs) and Resettlement Action Plans (RAPs) have been prepared for BRT3 and Ubungo Intersection to identify, assess and mitigate the potential environmental and social impacts. The ESIA and Environmental and Social Management Plan (ESMP) have been prepared by the implementing agency, TANROADS on the basis of the environmental criteria as defined in the Code of Practice and the national EIA guidelines together with the requirements of Bank's Safeguards policy on Environmental Assessment (OP/BP 4.01). The final ESIAs for Ubungo and BRT3 were publicly disclosed in country on January 20, 2015 and at the InfoShop on January 21, 2015, and October 24, 2016 respectively. In addition, the Environmental and Social Management Framework (ESMF) was prepared and provides safeguards procedures for those activities for which detailed design will only be available during implementation such as BRT phase 4 and DART traffic control center under Component A (Subcomponents 2 and 4), and road safety infrastructure along BRT phase 1 under Component B (Subcomponent 2). The ESMF was disclosed in-country and at the InfoShop on January 16, 2017.

The status of approval and disclosure of RAPs is as follows: (i) RAP for Ubungo intersection was cleared by the Bank and disclosed both in-country and at the InfoShop on December 16, 2015, and (ii) RAP for BRT phase 3 was cleared by the Bank on December 8, 2016 and disclosed in-country and at the Infoshop on December 27, 2016. The project has also prepared a Resettlement Policy Framework (RPF) to provide guidance for the preparation of site specific resettlement or land acquisition plans wherever is applicable for any land acquisition related to those activities for which detailed design will only be available during implementation, such as BRT phase 4 and DART traffic control center under Component A (Sub Components 2, 4) and road safety infrastructure along BRT Phase 1 under Component B. The RPF was disclosed both in country and at the Infoshop on January 16, 2017.

TANROADS and its Contractors envisage working in close cooperation with the sub-Wards, Wards, Municipals, Regional and National level authorities within the construction corridor to ensure that the BRT project is executed in a smooth manner. The structures for undertaking various responsibilities during road pre-construction, construction and operation phases have been presented as specified in the Environmental and Social Management Plans of the ESIAs. The costs of various mitigation measures have been included in the total costs of the project in the Bills of Quantities as specified in the Standard Specifications for Road works.

Institutional arrangements for environmental and social management are included in relevant safeguards documents. Overall responsibility with the implementation of ESMPs and the RAPs is with TANROADS. TANROADS has an experienced social and environmental unit being part of its Directorate of Planning. This unit will be responsible for quarterly monitoring and reporting on progress of the implementation of ESMP measures throughout the project period. The

Environmental and social management reports will be reported in the project progress reports.
5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.
<p>The consultant conducted the public participation activities particularly during preparation of a scoping report as well as the planning of the proposed project and preparation of the ESIA and RAPs, involving the key potential Interested and Affected Parties (I & APs). The first consultation was carried out in 2015 as part of the preparation of the initial ESIA. Issues and concerns raised in 2015 were reconfirmed as part of the current ESIA update, and measures to address these issues have been incorporated into the ESMP and RAPs.</p> <p>Consultation were done through public meetings. Firstly, the consultant identified organization, groups and individuals considered to be regarded as stakeholders. This identification was based on each ones roles and their relevance in the proposed BRT roads development project. Some of the stakeholders such as government authorities, district level, wards and sub-ward level that might be impacted by or have interest in the project or exercise some influence on the project were predetermined in 2015. However besides this TANROADS will prepare a stakeholders engagement plan and a detailed stakeholders identification and analysis will be conducted to include other emerging stakeholders and their roles and responsibilities in the project implementation. Other key stakeholders including DART, SUMATRA and the Media will be involved throughout during the project implementation. In addition to the consultations which were done during project preparation, the public will be able to continue accessing safeguards instruments, ESIA and Ubungo Intersection RAP, which have already been disclosed on TANROADS website and the World Bank InfoShop. The final BRT3 RAP will be disclosed prior to Appraisal.</p>

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	24-Oct-2016
Date of submission to InfoShop	24-Oct-2016
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	27-Feb-2015
"In country" Disclosure	
Tanzania	20-Jan-2015
<p><i>Comments:</i></p> <ol style="list-style-type: none"> 1. The ESIA for Ubungo flyover was received by the Bank and disclosed at the infoshop on January 21, 2015. The EA summary was distributed to EDs on February 27, 2015. 2. The ESIA for BRT phase 3 was received by the Bank and disclosed at the infoshop on October 24, 2016 3. the ESMF for DUTP (BRT phase 4 and Road Safety infrastructure for BRT phase 1 corridor) was cleared by the Bank on January 13, 2017 and disclosed in-country and at the InfoShop on January 16, 2017 	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	27-Dec-2016
Date of submission to InfoShop	27-Dec-2016

"In country" Disclosure	
Tanzania	16-Dec-2015
<p><i>Comments:</i> 1. The RAP for Ubungo flyover was received by the Bank and disclosed on December 16, 2015.</p> <p>2. The RAP for BRT phase 3 was cleared by the Bank on December 8, 2016 and disclosed in-country on December 19, 2016 and at the Infoshop on December 27, 2016.</p> <p>3. The RPF for DUTP (BRT phase 4 and Road Safety infrastructure for BRT phase 1 corridor) was cleared by the Bank on January 13, 2017 and disclosed in-country and at the InfoShop on January 16, 2017</p>	
<p>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.</p>	
<p>If in-country disclosure of any of the above documents is not expected, please explain why:</p>	

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 4.11 - Physical Cultural Resources	
Does the EA include adequate measures related to cultural property?	Yes [<input type="checkbox"/>] No [<input checked="" type="checkbox"/>] NA [<input type="checkbox"/>]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
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?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] TBD [<input type="checkbox"/>]
Provided estimated number of people to be affected	
Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] TBD [<input type="checkbox"/>]
Provided estimated number of people to be affected	
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"/>]

III. APPROVALS

Task Team Leader(s):	Name: Yonas Eliesikia Mchomvu	
Approved By		
Safeguards Advisor:	Name: Nathalie S. Munzberg (SA)	Date: 31-Jan-2017
Practice Manager/ Manager:	Name: Aurelio Menendez (PMGR)	Date: 31-Jan-2017