

INTEGRATED SAFEGUARDS DATA SHEET APPRAISAL STAGE

Report No.: ISDSA254

Date ISDS Prepared/Updated: 28-Feb-2012

I. BASIC INFORMATION

1. Basic Project Data

Country:	Kazakhstan	Project ID:	P128050
Project Name:	East-West Roads: Western Europe - Western China International Transit Corridor (CAREC-1b) (P128050)		
Task Team Leader:	Jacques Bure		
Estimated Appraisal Date:	24-Feb-2012	Estimated Board Date:	03-May-2012
Managing Unit:	ECSS5	Lending Instrument:	Specific Investment Loan
Sector:	Rural and Inter-Urban Roads and Highways (90%), General transportation sector (10%)		
Theme:	Trade facilitation and market access (80%), Regional integration (10%), Infrastructure services for private sector development (10%)		
Financing (In USD Million)			
Financing Source		Amount	
Borrower		188.00	
International Bank for Reconstruction and Development		1068.00	
Financing Gap		0.00	
Total		1256.00	
Environmental Category:	A - Full Assessment		
Is this a Repeater project?	No		

2. Project Objectives

The project development objectives (PDOs) are to increase transport efficiency along the Western Europe-Western China Road Corridor within Almaty Oblast and to modernize highway management on sections of the Western Europe-Western China Road Corridor.

3. Project Description

The Project covers a road section of about 305 km with about 60% of the alignment requiring new road construction, with the remainder being the upgrade of an existing two-lane highway to four lane. The Project will be a Class I (4-lane) highway between Almaty and Khorgos with alignment entirely within Almaty oblast. The project is being prepared based on three different road sections of roughly equal length:

Section 1 (024-126 km) starts from about 20 km NNE from the city centre of Almaty in suburban Almaty, runs in a north-easterly direction paralleling the foothill of the Tien Shan mountain range towards the Shelek river which lies just east of a major settlement of the same name. This section consists primarily of new construction to bypass towns and villages and impacts agricultural areas, including some highly-productive irrigated land. This green field section, close to the largest city in Kazakhstan, and with an expected traffic above 10,000 vehicles per day, may be tolled to recoup part of the investment and to introduce concession for operation and maintenance of 4 lane road infrastructure.

Section 2 (126-268 km) continues NE from the Shelek river, passes north of the Charyn National Park and continues through arid steppe or semi-desert rangeland ending to the south of River Ili.

Section 3 (268-360 km) crosses the River Ili and turns off from the existing route A351 towards the flood plain of the Khorgos River to the Chinese border. The bulk of this section runs through dunes, marshes, rangeland and small, seasonal watercourses.

Project Components

Component 1: Upgrade and Construction of WE-WC Road Sections within Almaty Oblast (estimated at a cost of US\$1,168 million without contingencies). The component would finance the upgrade and construction of a 305 km section of the WE-WC Corridor between Almaty and Khorgos, including road safety features and ancillary facilities (e.g., rest areas, service areas, warehouses for winter maintenance), and related consultants' services for supervision and audit of civil works. Land acquisition and road design costs would be financed through the Borrower's own funds. The detailed design would accommodate the growth of average annual daily traffic on the section from the current 6,901 vehicles per day (vpd) (2011) to about 17,000 vpd (2025)—of which 16 percent represents trucks and buses. An upgrade from 2 to 4 lanes would be built to accommodate a 13 ton per axle bearing capacity with a 5 meter median and 3.50 meter wide emergency lanes. The update and construction of the road would lead to significant increases in road capacity and safety.

Component 2: Modernize Highway Management of Sections along the WE-WC Corridor (estimated at a cost of US\$32 million). The component would finance related works, equipment and consultants' services for the following sub-components that would complement each other: (a) Operate and Maintain the section of the WE-WC Corridor between Zhambyl and Kyzylorda based on Agreed Upon Levels of Service (estimated at a cost of US\$30 million); (b) Review User-Pay Options, such as Tolling on the section of the WE-WC Corridor between Almaty and Khorgos (estimated at a cost of US\$1.5 million); and (c) Scale-Up Road Sector Reform Efforts at the MoTC (estimated at a cost of US\$0.5 million).

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

The Project will cover a 305 km road between Almaty and Khorgos (the border with China East of Almaty) partly through an existing 340km 2 lane road. The project will expand the road to 4 lane, partly within an existing right of way (about 40%), partly with green field construction (about 60%). It thus has all physical characteristics of a large linear infrastructure project, with significant spatial extension, visible impact on landscape, biosphere and land use patterns, strong dependence of its impacts on topography, climate, natural conditions and anthropogenic activity, and in the specific case of the Amaty-Khorgos corridor, the crossing of a variety of land forms, land use types and (micro) climatic zones.

The project alignment lies entirely within Almaty Oblast. It covers 5 Rayons: Ili, Talgar, Enbekshikazakh, Uighur and Panfilov. The project is being prepared based on three different sections of roughly equal length which, are likely to translate into construction lots during implementation. They are subsequently described, including features and information relevant for safeguards classification and the design of safeguards instruments:

Section 1 (024-126 km) starts about 20 km NNE from the city centre of Almaty (the chainage refers to a reference point in Almaty). The first 10 km run through what can still be seen as suburban zone of Almaty, characterized by a dense network of infrastructure (roads, power lines, railroad) and numerous satellite settlements, with intense agricultural land use in non-built-up areas. From the village of Baiserke the alignment then heads steadily in north-easterly direction, about 2-5 km north and parallel to the existing main traffic line, the A351 ("Kuldzhinskiy Trakt"). About 80% of the alignment runs through lands which are under intense agricultural use (with minor animal husbandry) and are mostly irrigated. Irrigation water is derived from the nearby Tian Shan range, whose foothills run parallel to the alignment about 8-10 km to the South. The alignment crosses between 10-15 seasonal rivers, which run dry in summer, but can carry considerable water and sediment loads in spring. Most of them are used for gravel extraction. About 15 km to the north, and thus downstream of, and topographically at a lower elevation than the project alignment, lies the Kapchagai Reservoir formed by damming Ili River. Ili then continues to flow NW into Lake Balkash, which is the second largest lake in Kazakhstan and the receptacle for the entire surface water network in the project area.

From about 100 to 120km the alignment runs through more arid rangeland, which is mostly covered by brush and grass and used mainly as pastureland for animals. The end of the first section is defined by river Shelek which lies just east of a major settlement of the same name. River Shelek appears to be a perennial watercourse, albeit with large fluctuations in discharge rate. It is under intense use for gravel extraction in the project area. In this section (about 100-126 km) the new alignment will use the existing right of way. The existing bridge will be reconstructed and a new bridge built to accommodate two additional traffic lanes.

As a result, in this first section close to Almaty, there will be two roads: the new 4-lane running in parallel to the existing road, bypassing many settlements, and the existing road that will be discharged of all the transit traffic and that will still be the life line road for the settlements. Overall, about 85% of the road under Section One would be constructed on a new alignment, the remainder following the existing route A351.

Section 2 (126-268 km) continues NE from river Shelek, while A351 turns off due east, running roughly parallel to the project alignment at a distance of about 20-25 km to the southeast. The alignment follows a secondary road, which is a narrow asphalted road for the first 25-30 km and then turns into a gravel road for about 70-80 km. This part of the alignment was projected to be upgraded to a transit highway in the 1980s, but construction did not proceed beyond a gravel platform. Alignment adjustments and new sections are planned in 3 parts of this section: (i) about 5 km at the start of the section (new alignment crossing agricultural lands), (ii) about 2-3 km at 15 km from the section start, where the new alignment will cross a wetlands area, and (iii) about 20 km stretch towards the end of the section, where the new section will be routed between an alluvial fan with irrigated agriculture, and a semi-desert type area.

At about km 250-255 the road alignment will pass about 10-15 km to the north of the Charyn National Park, an ancient woodland which has survived in a narrow, sheltered canyon along a 25 km stretch of Charyn River. The park's southern boundary lies only several hundred meters north of the existing highway A351. This forest is one of the last remnants of a much larger forest which once stretched along the foothills of the Tian Shan Mountains after the last Ice Age. It is the last location in Central Asia and one of the few places in the world which still supports a large population of the endangered Sogdian ash tree.

Following the alignment to NE directions there is a visible trend towards a more arid climate, thus the bulk of the alignment of this section would run through arid steppe or semi-desert type rangeland, with no perennial rivers, no wetlands (except the aforementioned) and few temporal rivers (located in the NE of the section, at km 230-268). Agricultural lands will be affected only along about 25 percent of the section. About 80 percent of section 2 will run along existing, albeit much smaller and lower capacity roads. The section ends about 5 km South of River Ili, where the project alignment rejoins route A351.

Section 3 (268-360 km) runs through a variety of landscapes and land use types: 5 km after its start river Ili is crossed via a 700 m long bridge. River Ili is the largest river of the entire project area and the main tributary to Lake Balkash. Several km before and after the crossing of Ili River the project alignment would follow the existing route A351, and a new bridge would be built parallel to the existing one to accommodate 2 additional lanes. A few km after the river crossing the projected road would again turn off the existing route A351 and run on a new alignment for the rest of the project. The bulk of the section would run through dunes, marshes and rangeland, with some sand dunes and occasional small, seasonal watercourses. At about 290-320 km there is a stretch of land used for irrigated agriculture with a few small settlements. The closest is bypassed at a distance of about 4 km. The last section of the road (320-355 km) runs parallel to and through a large field of sand dunes with sparse vegetation.

The last 5 km cross the broad flood plain of Khorgos River to the Chinese border, where a new border-crossing is planned. This development has been started some years ago and has advanced considerably on the Chinese side of the border. It will serve as dry port for both road and railroad and is in itself a project considerable size. Although the two projects are not functionally linked in Bank policy terms, it is possible that works undertaken in close physical proximity and in a similar time frame could pose reputational risks for the Bank. Accordingly, the team will undertake a screening analysis of the environmental and social due diligence processes undertaken by the investor. This has already been included in TOR developed by the team for updating and upgrading the existing ESAs.

Most of the section is semi-arid and is under sporadic, open-access use for animal husbandry (mainly sheep, goats and cows). Roadworks will not significantly reduce the area of land for such usage. During project preparation, designs will be reviewed to determine whether, or where, underpasses or other measures may be necessary to allow for safe and effective access, and confirmation will be obtained from rayon akimats that remaining land areas will continue to be available on an open access basis. The district centre, Zharkent, lies at a distance of about 5 km East from the alignment. In the vicinity of the border the development of a free trade zone has started in 2006, involving the regulation of Khorgos river and the construction of a dry port facility on the Kazakh side of the border.

5. Environmental and Social Safeguards Specialists

Daniel R. Gibson (ECISOQ)

Wolfhart Pohl (ECSS3)

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6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>The safeguards category of A is justified by the extensive new road sections planned under the project. The alignment will run through a variety of areas with different safeguards implications: (i) in zones of intense agricultural use existing irrigation systems will have to be preserved, (ii) where the road would cross rangeland under use for animal husbandry animal underpasses will have to be planned to guarantee the safety of drivers and animals, (iii) protected area / national park will be circumvented..</p> <p>The main envisaged negative impacts during construction is the operation of borrow areas, generation of waste (construction materials, spent consumables, household waste and wastewater from camps), land use and conversion, topsoil destruction and erosion. There is also a potential impact on groundwater and surface water from turbidity and siltation, washing equipment in rivers (e.g. cement trucks) and accidental spills involving fuels and lubricants. During operation of the road storm drainage management, soils, ground and surface water contamination by heavy metals, soot and organic compounds (e.g. PAH), noise, dust, air pollution will be the main issues and will be addressed by road design. There will be no significant destruction or disruption of natural habitats and ecosystems by the road construction or operation. Potential impacts that have been identified have been addressed with effective mitigation measures.</p>
Natural Habitats OP/BP 4.04	No	<p>The selected road alignment will pass about 10 km to the North of the Charyn National Park, which is a 25 km stretch of protected forest along the Charyn river. Another alternative that would have crossed the park on the existing road alignment was abandoned due to environmental considerations. The forest will not be affected by the project, as the alignment would run at a sufficient distance from the park boundary, North of Charyn town, which would additionally buffer between road and national park.</p> <p>No other protected areas or national parks or other significant natural habitats are sufficiently close to the project area to be at risk of negative impacts. According to the GIS database on the RAMSAR website none of the sites mapped in Kazakhstan will be affected by the project area.</p>
Forests OP/BP 4.36	No	<p>Besides the national forest described under OP4.04 only small patches of mostly planted forest occur in the Western section of the project area. No significant impacts on forests are expected and the policy thus not triggered.</p>
Pest Management OP 4.09	No	<p>The use of pesticides or herbicides is not foreseen under the project. The policy is not triggered.</p>
Physical Cultural Resources OP/BP 4.11	Yes	<p>Several PCR sites have been identified close to the alignment and one on the alignment itself. The ESIA and EMP contain analysis of the sites and provisions for their salvage before the commencement of road construction. The KZ Ministry of Culture is managing this process with the help of experienced academic institutions. Before the start of construction the sites will be excavated, documented and all relevant objects and artifacts removed from the site and stored in archives and museums.</p>
Indigenous Peoples OP/BP 4.10	No	<p>No indigenous peoples live in the project area or will directly or indirectly be affected by the project.</p>

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Involuntary Resettlement OP/BP 4.12	Yes	<p>Road works require acquisition of 2,883 hectares of land from 769 plots. Of this amount 94 plots, or 1,866 hectares of land, was already state-owned (including open access range land periodically used for livestock grazing). The remaining 1,018 hectares, from 675 plots has been acquired, or is in the process of being acquired, from private owners or leaseholders, including one hectare zoned for commercial use and four hectares zoned for residential use. A total of 22 commercial enterprises are affected. The remaining privately owned or leased areas are agricultural land without permanent structures. No residential demolition is required.</p> <p>Because planning began years before Bank financing was sought, almost all of the land required for the Project has already been acquired—except for a small number of outstanding cases. Therefore, instead of a Resettlement Action Plan intended to guide future land acquisition, the Bank has required the client to prepare a Resettlement Implementation Review (RIR), to establish facts relating to prior land acquisition and to assess consistency of the acquisition process with the Resettlement Policy Framework agreed for the entire WE-WC Corridor.</p> <p>A draft RIR has been prepared and reviewed. Generally, it demonstrates that most cases of acquisition have been completed in a manner consistent with domestic regulations and the agreed RPF. According to latest RIR draft, about 80 land acquisition cases remain outstanding for various reasons (e.g., missing owners, contested compensation, ownership challenges). Any cases that remain unresolved at appraisal will be subject to follow-up to align the compensations with the principles set in the RPF and the practices agreed under the SWRP.</p> <p>The draft RIR also establishes that retroactive measures are necessary to bring two aspects into full compliance with agreed RPF standards: A transitional allowance must be paid to about 14 business owners forced to relocate, and supplemental assistance must be paid to about 250 persons losing more than 10% of their productive land. The RIR remains under revision, and will not be deemed acceptable until additional details are provided regarding the nature of outstanding cases and the nature of additional compensation in compliance with RPF requirements. Required compensation to be paid to affected parties should be complete prior to commencement of civil works which would affect land/property and their own/rent/occupy/use.</p> <p>The project documents will covenant a requirement for the client to fully implement the same retroactive measures in the ongoing SWRP, under implementation in South Kazakhstan Oblast, by July 2012—which would confirm the capacity of the client to implement similar measures under the proposed Project prior to the commencement of the works (as mentioned above).</p>
Safety of Dams OP/BP 4.37	No	No dam safety issues were found during the site appraisal. The only dams near the project area are low dykes for the containment of rivers and irrigation channels, as well as flood protection works on river banks, which pose no safety risk. The Kapchagai reservoir, which has a substantial dam structure, is located downstream and topographically below the road alignment.
Projects on International Waterways OP/BP 7.50	No	No international waterways will be affected by the project. The impact on the hydrological regime and flow pattern of rivers crossed by bridges will be insignificant, as their hydrological flow pattern will remain entirely unchanged. Moreover the project area lies in the basin of Lake Balkash, an endorheic (closed) basin shared by Kazakhstan (as downstream recipient) and China, with a small part in Kyrgyzstan. The basin drains into the lake via seven rivers, the major one being Ili River, which brings the majority of the riparian inflow. As China lies upstream of the project and there are no hydrological impacts associated with the project there are no grounds to trigger OP7.50.
Projects in Disputed Areas OP/BP 7.60	No	The project is not located in or near disputed areas.

II. 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 design of the road has taken measures for the minimization of environmental impacts into account. The routing as much as feasible avoids sensitive areas and habitats and protected areas, follows existing infrastructure corridors and thus limiting the conversion of land to non-critical land types and land use types. The design includes measures to protect the adjacent population from noise (routing, barriers), increase traffic safety by speed controls, pedestrian crossings and underpasses. The design also has taken into account requirements articulated from farmers along the alignment for safe crossings for animals and farm traffic through sufficiently dimensioned underpasses. Similar underpasses will facilitate wildlife crossings (mainly deer and wild boar) especially in Section 2 in the vicinity of the National Parks. The design has included results from hydrographic and hydrological studies, installing sufficient culverts to avoid damming of permanent or seasonal watercourses and the creation of swamps or waterlogged areas, and the dimensioning of bridges is taking the seasonality of discharges, as well as the proneness

to flash floods into account.

Most environmental impacts during the construction period will be mitigated by good housekeeping measures. There will be standard procedures for the control and mitigation of emissions, such as dust, noise, exhaust fumes and liquid discharges from camps and the road platform. Surface watercourses will be protected by settling ponds and filters (e.g. straw bales). Wastewater from construction camps will be treated on site in settlement and aeration basins, where biological waste will be processed, before discharge into surface streams or rivers. Septic sludge from toilets will either be composted on site or trucked to existing water treatment plants along the alignment. Groundwater is not expected to be impacted by the project, as no deep excavations or major cuts are expected. Water for the construction activities as well as the camps will be extracted in relatively small quantities from existing wells or the public supply system. Generally water availability is unconstrained in the project area.

Noise and exhaust emissions will be minimized by the requirement for Contractors to use modern equipment and machinery complying with modern emission standards, and to maintain the equipment in good working order throughout the project. This will be prescribed in the equipment specifications in the tender documents. Nuisance to the public will moreover be minimized by limiting work hours and not allowing nighttime works. Where works are carried out in close vicinity to residential areas additional measures, such as noise barriers or the installation of insulating windows will be implemented in accordance with good practice and in consultation with the community.

Borrow pits will be operated by the Contractors only at locations that have been pre-identified previous to project implementation and for which both operational and environmental permits have been obtained. No borrow pit will be operated without a site specific EMP that will contain a plan for its closure, remediation and re-cultivation that will be approved by the local environmental authorities (as required under Kazakh regulations) as well as the supervising engineer (who will ensure that international good practice is followed).

All environmental management measures to be carried out by the Contractors during the construction period will be integrated in the tender documents and become part of the works contracts. This will also include a manual on chance find procedures to be followed in case of unanticipated discovery of potential PCR. The salvage dig at the one site identified on the alignment will be carried out by the Kazakh State Archaeological Survey under the Ministry for Culture and will be completed before any works may start in the specific area. The Contractors will be required to have permanent staff on site with the specific responsibility of environmental and social management (including a grievance specialist), reporting to the supervision engineers and local authorities.

As described in the section on Involuntary Resettlement above, the land acquisition and associated impacts are moderate for a project of this scope and complexity. Additionally the land acquisition has already been completed except about 80 cases being dealt with. The Resettlement Implementation Review (RIR) being finalized establishes that land acquisition generally has been undertaken in a manner consistent with domestic regulations and with the Resettlement Policy Framework for the WE-WC Corridor, of which the project area is a part. The RIR is awaiting finalization and formal submission from the CR. There will be a need for follow-up on land acquisition cases that remain outstanding, and requires retroactive measures to provide transitional allowances to businesses forced to relocate, and supplemental assistance to affected persons losing more than 10% of their productive land area.

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

It should be noted that in over 90% of the "greenfield" sections the new road will follow existing tracks or dirt roads, and existing infrastructure corridors (railway, gas pipeline) which were constructed some years to decades ago when this infrastructure corridor was established and a road upgrading and re-routing already planned. Thus the road will not open up a hitherto untouched area.

During operation the functionality of noise and traffic safety measures described above in the Section on design will be monitored and maintained. Any required modifications, upgrades or additions (e.g. issues relating to pedestrian safety or to excessive road kills of domestic or wild animals) will be flagged and integrated into the road repair and maintenance plans for rectification.

As the road corridor already exists no significant impacts are expected from induced or secondary development. While traffic volumes are expected to increase the optimized alignment will contain impacts and in some areas (e.g. the crossing of the Charyn National Park) lead to a long term reduction of existing environmental stress. The road will not contribute significantly to habitat fragmentation in addition to the impacts already established by railway and pipeline.

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

In Section 1 there were a number of minor alignment changes from the original FS to minimize impacts on existing irrigation infrastructure and the natural gas pipeline which follows a similar corridor.

Section 2: In the vicinity of Tashkarasu and Charyn the original alignment for this Section followed the existing route of A351 which passes through the Charyn National Park. The upgrading of this original alignment was discarded at an early stage precisely because it passes through the National Park and thus is not in accordance with Kazakh environmental policy. The current alignment was proposed by the Uigur Rayon Akimat and strongly supported by local environmental NGOs (represented mainly by Almaty-based "Green Salvation") as a means of (i) avoiding irrigated agricultural land to the south and east of the town of Tashkarasu and (ii) avoiding passing through the protected Charyn National Park south of Charyn. The selected alignment now passes through largely unused open land, in an infrastructure corridor already containing the railway line and a gas pipeline, which is neither used for agriculture or grazing, nor has significant environmental or ecological value.

Section 3: In the area of Koktal and Zharkent the alternative alignment avoided irrigated agricultural land north and west of Zharkent. The original proposed alignment followed the present route through Kaktal and then bypassed Zharkent immediately to the south. This affected irrigated land immediately to the south of Zharkent. The selected alignment passes approximately 10 km south of Koktal and Zharkent and avoids all agricultural land and passes through unused land or low intensity grazing land, as well as a fragile sand dune habitat at the eastern end of Section 3.

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 EIA process in Kazakhstan is described in the Environmental code (2007) and a set of detailed implementation instructions. It foresees 4 stages, which correlate with the respective design activities and range from (i) a desk study for pre-feasibility level, (ii) a preliminary EIA and (iii) a detailed ("full") EIA for the detailed design stage and (iv) an EMP as separate section of the design documentation. In this respect the EIA

process is both logical and deemed compatible with international good practice.

The borrower prepared ESIA reports for all three alignment sections. These were reviewed by the Bank team, a gap analysis carried out and issues to be rectified and improved identified. The team, the PMC (project management consultant) from the ongoing SWRP (South West Roads Project) and a qualified Consultant assisted the Borrower to address the identified gaps and upgrade the ESIA's to a quality acceptable to the Bank before project appraisal.

It also should be pointed out that along a 1,000 km section of M32 large scale construction works for the rehabilitation, reconstruction and the construction of new bypass sections have been ongoing for 2 years (currently 21 lots under construction). The works are being implemented under supervision of a Project Management Consultant (PMC) who works closely with the Borrower and who has a team of environmental and social specialists in the country that closely monitor and supervise the implementation of environmental due diligence on the construction sites. While some of the environmental issues remain to be improved and identified under the ongoing construction, environmental works financed by the SWRP are being addressed by the supervision team under the guidance of the CR. Environmental compliance is generally satisfactory, as has been determined by several performance assessment missions carried out by the World Bank team. The same structure and approach will be used for this proposed project (EWRP).

As explained above, the client has already undertaken land acquisition, and most of it has been completed in a manner consistent with requirements agreed in the Resettlement Policy Framework for the WE-WC Corridor. A draft Resettlement Implementation Review identifies information that must be provided regarding outstanding cases of land acquisition, and identifies two retroactive measures necessary to bring land acquisition in the project up to standards agreed in the RPF. The RIR will be finalized when the necessary information is provided and when the Committee for Roads formally commits to CR has incorporated in it the provision of the necessary retroactive measures. Additionally, as described in the RPF. A loan agreement covenant also will require the Committee for Roads to implement the same retroactive measures in the ongoing SWRP project in South Kazakhstan Oblast. The Committee has formally committed to do so, but as yet timing for the implementation of these various activities is as follows: (i) the final version of the RIR will have to be approved by Appraisal, (ii) the RC will have to complete all retroactive compensation measures remains incomplete pending in SWRP SKO prior to effectiveness of EWRP, and (iii) during implementation, all required compensation will have to be paid to all affected parties prior to commencement of civil works which would affect land/property and their own/rent/occupy/use.

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

The key stakeholders of the road are (a) the Committee for Roads, an agency of the Government of Kazakhstan, as the project proponent; (b) commercial and private road users, who will be the primary beneficiaries from improved road quality; and (c) PAPs such as the residents of communities along the road, farmers, herders, the national park agency and proprietors of roadside services. For this last group there will be benefits as well as some disadvantages and negative impacts caused by the project.

To ensure that all views and concerns of all stakeholders are appropriately reflected in project design and implementation, and environmental and social safeguards instruments fully capture the baseline situation, the expected impacts and the views and concerns of the PAPs, two sets of consultations were undertaken during the preparation of the Bank financed project. They took place on October 4-6, 2011 (one meeting in each of the 5 Rayons to discuss the ESIA TOR) and in January 23-25, 2012 (to discuss the final draft ESIA). The results of those meetings have been factored into the final draft versions of ESIA and RAP.

Previous to Bank involvement the Borrower organized several consultations and public hearings under the Kazakh regulatory framework, in which the draft design and the ESIA's produced according to domestic standards were presented to and discussed with the stakeholders.

B. Disclosure Requirements Date

Environmental Assessment/Audit/Management Plan/Other	
Was the document disclosed prior to appraisal?	Yes
Date of receipt by the Bank	06-Dec-2011
Date of "in-country" disclosure	13-Dec-2011
Date of submission to InfoShop	13-Dec-2011
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	26-Jan-2012
Resettlement Action Plan/Framework/Policy Process	
Was the document disclosed prior to appraisal?	Yes
Date of receipt by the Bank	30-Jan-2012
Date of "in-country" disclosure	27-Feb-2012
Date of submission to InfoShop	27-Feb-2012
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:	
A draft version of the Resettlement Implementation Report is now disclosed. Bank staff considered this version detailed enough to be published prior to appraisal. Prior the RIR, a RPF was disclosed one March 19, 2009 during the preparation of the previous project (SWRP) and covered the section of the corridor financed by the new project. The Resettlement Implementation Report (in lieu of a RAP) is not the final version. Bank staff will continue advising the client about the adjustments that would be needed to finalize the document. The final version of the document will be publish again once approved by the Bank.	

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting)

OP/BP/GP 4.01 - Environment Assessment			
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 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			
If yes, then did the Regional unit responsible for safeguards or Sector Manager review the plan?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<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"/>]

III. APPROVALS

Task Team Leader:	Jacques Bure		
Approved By:			
Regional Safeguards Coordinator:	Name: Agnes I. Kiss (RSA)	Date: 28-Feb-2012	
Sector Manager:	Name: Henry G. R. Kerali (SM)	Date: 28-Feb-2012	