INTEGRATED SAFEGUARDS DATA SHEET

Report No.: ISDSA626

Date ISDS Prepared/Updated: 03-May-2013
Date ISDS Approved/Disclosed:

I. BASIC INFORMATION

1. Basic Project Data

<table>
<thead>
<tr>
<th>Country:</th>
<th>Project ID:</th>
<th>Project ID:</th>
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<tbody>
<tr>
<td>India</td>
<td>P121185</td>
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<tr>
<td>Project Name:</td>
<td>National Highways Interconnectivity Improvement Project (P121185)</td>
<td></td>
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<tr>
<td>Task Team Leader:</td>
<td>Pratap Tvgsshrk</td>
<td></td>
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<tr>
<td>Estimated Appraisal Date:</td>
<td>27-Apr-2012</td>
<td>Estimated Board Date:</td>
</tr>
<tr>
<td>Managing Unit:</td>
<td>SASDT</td>
<td>Lending Instrument:</td>
</tr>
<tr>
<td>Sector(s):</td>
<td>Rural and Inter-Urban Roads and Highways (100%)</td>
<td></td>
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<tr>
<td>Theme(s):</td>
<td>Infrastructure services for private sector development (80%), Administrative and civil service reform (20%)</td>
<td></td>
</tr>
<tr>
<td>Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?</td>
<td>No</td>
<td></td>
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<tr>
<td>Is this a Repeater project?</td>
<td>No</td>
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2. Project Development Objective(s)

The development objective of the project is to improve the National Highway network connectivity to less-developed areas and low-income states and enhance the institutional capacity of MoRTH to better manage the non-NHDP network.

3. Project Description
The project has three components: (i) Road Improvement and Maintenance; (ii) Institutional Development; and (iii) Road Safety.

These are briefly described below:

Road Improvement and Maintenance Component: The project will upgrade about 1,120 km of existing single/intermediate lane National Highways in three low-income states (Bihar, Orissa and Rajasthan) and less developed regions in two middle-income states (Karnataka and West Bengal). All these highways, falling under 11 sub-project roads of the non-NHDP portion of the primary network, will be upgraded to two-lane standard, through 15 civil works contracts. Of these, five contracts will be procured as traditional item-rate contracts and the remaining will be based on Engineering, Procurement and Contracting (EPC) mode, wherein the design and implementation risks will be transferred to the contractors, thereby minimizing the risks of cost and time overruns. All contracts – both traditional BoQ and new EPC mode - will include Defects Liability and maintenance of the assets for 5 years post-construction, with appropriate incentives and penalties to ensure adequate attention to maintenance and thereby encourage cost-optimization over the contract life cycle. Also, all the contracts will be monitored through independent engineers (supervision consultants) and subjected to third-party audit.

This component would include (a) construction of civil works for widening and upgrading of about 1,120 km of existing National Highways to two-lane standards, (b) maintenance of assets during the maintenance period of 5 years post construction, (c) consulting services for supervision of construction, (d) consulting services for supervision during maintenance period, and (e) land acquisition, resettlement & rehabilitation, shifting of utilities, implementation of Environmental Management Plans, tree cutting and afforestation costs and agency charges.

The civil works contracts will be taken up for procurement based on a set of Readiness Criteria to avoid a variety of slippages that have been routinely affecting similar projects. Use such a filter is expected to minimize delays in sub-project implementation in the post-award phases and also serve as an incentive to participating states to expedite various preparation and pre-construction activities under their jurisdiction. The Readiness Criteria includes a combination of techno-economic, environmental, social and statutory requirements/clearances, which would have to be met prior to key procurement events, i.e., invitation of bids and award of contracts, as detailed below.

Prior to Invitation of Bids:
1. 3D notification for acquisition of land is published.
2. All estimates of the line agencies for shifting of utilities are approved by MoRTH
3. Public Hearing is completed for obtaining environmental clearance
4. Application for Forest Land diversion is submitted to the Forest Department
5. Final Detailed Project Report (DPR) is approved by MoRTH
6. General Arrangement Drawings for RoB (if any) is approved by the Railways

Prior to Award of Contract:
1. Safeguard documents, cleared by the Bank, disclosed 120 days before award of works
2. Environmental Clearance and clearance for forest land diversion are obtained
3. Compensation for land owners and R&R assistance to eligible PAPs paid for milestone 1 stretch
4. Milestone 1 stretch is made encumbrance-free
5. Supervision consultancy/Engineer contract is awarded and its personnel mobilized
6. Consultancy contract for RAP-implementation awarded and its personnel mobilized
Institutional Development Component: The project seeks to enhance the institutional capacity of MoRTH to better manage the non-NHDP network through supporting specific intervention in five areas, viz., process improvements, network monitoring & management, financing, governance & accountability, and training.

(i) Process Improvements: The project will support (a) the roll-out of Enterprise Resource Planning (ERP), which is currently under procurement; (b) development of standard manual(s) with clear delineation of the roles, responsibilities and process interfaces between MoRTH and its implementation partners (state works departments) during each key stage of the project life-cycle, viz., that is, identification, preparation (detailed project reports, Land Acquisition, R&R, environmental management and statutory clearances), procurement and contract monitoring; the manual(s) are expected to provide a clear and concise framework for works “execution and delegation” between MoRTH and the state works departments; and (c) updating of various standard reference material including ‘costs-database’ (for NH works) and ‘Data Book’ (for analysis of rates of items of work), and make it available in a format that will be easily accessible as well as amenable for periodic revisions.

(ii) Network monitoring & management: An IT-based Road Information System will be developed and populated with the inventory of road assets over the entire non-NHDP portion of the primary network. Drawing upon this information, a comprehensive Asset Management System (AMS) – covering all non-NHDP National Highways in three of the project states – will be implemented to demonstrate its utility in aiding decisions related to network planning, prioritization of interventions and funds allocation.

(iii) Financing Study to review the existing policies and practices for financing and allocation of funds for the construction and maintenance of non-NHDP network and suggest improvements and options for mobilization of additional finances.


(v) Training: Structuring and conducting training program(s) for the staff of MoRTH, its implementing partners (National Highway wings of the Works Departments in states) and key sector institutions such as Indian Academy of Highway Engineers (IAHE) and Indian Road Congress (IRC). The scope of the training programs will include existing and emerging areas of importance covering policy, technical, financial, procurement and contract management aspects.

The aforementioned activities will be implemented in tune with the ongoing initiatives such as, for example, implementation of ERP, so as to avoid duplication. The component will include (i) consulting services, and training; (ii) IT equipment and software; and (iii) goods (e.g., equipment).

Road Safety Component: This component will pursue the objective of improving road safety through (i) updating Indian standards and regulations related to road safety; (ii) improving road accident data collection and analysis at central and state levels through implementation of the Road Accident Database Management System (RADMS) in project states; (iii) strengthening road safety capacity at the central level, and (iv) training. The component will support:

(i) Review and updating road safety standards and codes of practice maintained by the Indian Roads Congress (IRC) including improving of standards and regulations for work-zone safety, mainstream their implementation in the road sector and integrate those aspects fully in contract management framework. In addition, the existing codes on regulating vehicle axle-loads and institutional arrangements for monitoring and enforcing them will be reviewed and recommendations will be made for their revision/ improvement. The component will also support a series of central and state-level workshops covering road safety matters.

(ii) Implement the Road Accident Database Management System (RADMS) in the project states,
by replicating the successful experience in Tamil Nadu.

(iii) Strengthening road safety capacity at the central level through capacity building and advisory services for the Road Safety Cell at MoRTH, improving road safety related policy, legislative and regulatory framework, developing models for enforcement and emergency care, mainstreaming road safety monitoring and evaluation systems, carrying out social marketing and educational interventions, and supporting eventual establishment of the proposed National Road Safety and Traffic Management Board.

(iv) Training. The component will support structuring and conducting road safety training programs for the staff of MoRTH, its implementing partners (National Highway wings of the Works Departments in states) and key sector institutions, particularly on safe road design, engineering countermeasures, Road Safety Audit, and construction zone safety. Furthermore, as part of building capacity of engineering staff of MoRTH and NH Wings of State PWDs, the project will support developing 3-star rating designs for a few selected roads that were surveyed by the International Road Assessment Program (iRAP) (Rajasthan NH-11C, NH-11A Ext., and Karnataka NH-218) and developing capacity for assessing designs from safety star ratings perspective.

This component will finance: (i) technical advisory and consulting services, training costs and fees, logistics, consumables and publications; and (ii) software, goods and equipment.

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

As part of project preparation, MoRTH has screened several candidate roads for financing under the project. However, not all proposed roads would be financed under the World Bank project. The sub-project candidate roads will move to contracting process, and benefit from financing under the project only after they meet the Readiness Criteria agreed with MoRTH. The Criteria include techno-economic, social and environmental requirements, including regulatory clearances from the relevant authorities.

Based on the findings from the screening exercise, MoRTH has proposed eleven sub-projects/roads in three low income states (Bihar, Orissa, Rajasthan) and in less developed areas of two middle income states (Karnataka and West Bengal). The socio-economic analysis confirms that the districts traversed by the project roads have below-average development indicators (health, education and income). The proposed roads for Bank funding have different configurations. Each highway consists of stretches with single lane, intermediate lane, and non-standard two lanes. Most sections of these roads have poor horizontal and vertical geometrics, distressed or weak pavements, inadequate capacity, narrow or weak cross-drainage structures, poor riding quality and accident black spots.

5. Environmental and Social Safeguards Specialists

Sangeeta Kumari (SASDS)
Neha Pravash Kumar Mishra (SASDI)
Dora Nsuwa Cudjoe (SASDI)

<table>
<thead>
<tr>
<th>Safeguard Policies</th>
<th>Triggered?</th>
<th>Explanation (Optional)</th>
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<tbody>
<tr>
<td>Environmental Assessment OP/ BP 4.01</td>
<td>Yes</td>
<td>The environmental screening exercise and the environmental assessments have identified some potential adverse impacts on road-side tree plantations, water bodies, local drainage, public water supply sources, material sources, sensitive</td>
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<tr>
<td>Topic</td>
<td>Trigger</td>
<td>Description</td>
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<tr>
<td>Natural Habitats OP/BP 4.04</td>
<td>Yes</td>
<td>To avoid adverse environmental impacts on critical natural habitats and wildlife, the project will not finance roads in ecologically sensitive habitats such as sanctuaries or national parks. However, reserved/protected forest areas that include natural habitats have been identified along/close to some potential sub-projects (NH 201; NH 234 and NH 200) during the environmental screening and assessment exercises. In some cases wildlife crossing/movement outside of designated protected areas along/close to the road has also been identified.</td>
</tr>
<tr>
<td>Forests OP/BP 4.36</td>
<td>Yes</td>
<td>Some forest land diversion in sub-projects such as NH 200, NH 217, NH 234 and NH 201 will be required to construct the road to a standard configuration. In most of the other cases, the road side/avenue plantation is declared as ‘protected’ forest, which would be affected in the process of road widening. However, the project is not likely to have a significant impact the health and quality of forests. The project will also not impact the rights and welfare of people and their level of dependence upon the forests; or aims to bring about changes in the management, protection or utilization of natural forests or plantations.</td>
</tr>
<tr>
<td>Pest Management OP 4.09</td>
<td>No</td>
<td>OP 4.09 is not being triggered for this project as biological/environmental control methods or reliance on synthetic chemical pesticides is not envisaged.</td>
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<tr>
<td>Physical Cultural Resources OP/BP 4.11</td>
<td>Yes</td>
<td>Implementation of sub-projects is likely to affect religious structures of local significance. Also, since civil works are involved, ‘chance finds’ at work sites is a likely impact that would have to be managed.</td>
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<tr>
<td>Indigenous Peoples OP/BP 4.10</td>
<td>Yes</td>
<td>Some sub-projects pass through tribal dominated districts in the participating states.</td>
</tr>
<tr>
<td>Involuntary Resettlement OP/BP 4.12</td>
<td>Yes</td>
<td>The project will require land acquisition for road widening and construction of bypasses, leading to involuntary resettlement.</td>
</tr>
<tr>
<td>Safety of Dams OP/BP 4.37</td>
<td>No</td>
<td>OP 4.37 is not being triggered for this project as there is no construction of new dams or activities that are concerned with safe functioning of existing dams.</td>
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</tbody>
</table>
 Projects on International Waterways OP/BP 7.50 | No | OP 7.50 will not be triggered for this project as there are no interventions planned/proposed over or around an international waterway that could cause a potential conflict. There are also no activities that may affect the use or pollute such a waterway.

 Projects in Disputed Areas OP/BP 7.60 | No | OP 7.60 is not being triggered as the project is not proposed in any disputed area.

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

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

The proposed project will contribute to positive economic growth both locally in the project area and at the regional level by removing barriers to connectivity. Local businesses and inhabitants in the area of influence of the project roads as well as users of the project roads are expected to be direct beneficiaries of the project. These people will have improved access to higher service level highways and transport services. Benefit will also accrue from the savings in travel time and transportation costs. Other expected positive outcomes of the project include improved access to a larger number of economic opportunities, better health services, facilities and higher levels of education, and improved road safety. However, the proposed expansion of the project roads and associated rehabilitation works is likely to create adverse environmental impacts as well, particularly in case of road corridors that will involve realignments and bypasses, requiring land beyond the existing right of way (RoW).

However, the proposed expansion of the project roads and associated rehabilitation works is likely to create some adverse environmental and social impacts as well, particularly in road corridors that will involve realignments and bypasses, requiring land acquisition and/or diversion of forest land beyond the existing right of way (RoW).

Key Environmental Issues. The direct, indirect and induced adverse impacts resulting from the widening of the sub-project roads (including construction of bypasses) may cause some adverse environmental impacts in their area of influence. In view of the project’s potential impacts on the environment, the Bank’s OP 4.01 on Environmental Assessment has been triggered, and the project is designated as Category A. Project activities, if not properly managed and mitigated, could have adverse environmental impacts. These include: (i) felling of roadside trees; (ii) adverse impacts on water resources; (iii) impairment to or worsening of the local/regional drainage; (iv) construction phase impacts, including those related to camp site operation, dust generation, and pollution from plants, machinery, and vehicles and disposal of debris and other construction wastes; (v) potential indirect impacts on biodiversity rich areas or ecologically important features in some cases; (vi) impact on environmentally sensitive receptors (such as schools and health facilities) located along the road corridors from increased noise and air pollution during the construction and operation stages; and (vii) the potential for poorly planned or managed development induced by the improved roads.

More so, diversion of forest land is required for widening of the road for sub-projects such as NH 200, NH 201, NH 11B, NH 113 and NH 234. For the other sub-projects (NH 30A, NH 106, NH 104 and NH 98), plantation along the avenue declared as ‘protected forest’ will also be affected due to cutting of trees for road expansion. In case of NH 201 and NH 234, the impact of the
existing road and the likely impact from future development on wildlife in forest areas along/close to the road (but not within a designated protected area) is also a cause of concern

Social Impacts. The project will entail some adverse impacts on land, public and private structures located along/close to the road resulting in need for land acquisition and resettlement. Heavier traffic and increased speeds is likely to increase risks on safety for local residents and road users. The project is also likely to expose road side communities and workers to vulnerabilities associated with spread of HIV/AIDS. The social impact assessments conducted for candidate roads suggests that the project is expected to have land acquisition of about 250 hectares and may impact about 10,000 households, including some in tribal inhabited areas.

<table>
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<tr>
<th>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</th>
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<tr>
<td>The reduced travel time and freight cost is expected to spur an increase in vehicles plying on the roads with a potential risk for pedestrian safety and increased frequency of vehicle collisions. Increased road use could also spur growth of commercial activities along the highway and some changes in land-use. This may also expose the road side communities, specifically vulnerable groups such as tribals and women to adversities linked to spread of HIV/AIDS, migration and inadequate levels of safety. From the regional context, road expansion has the potential to increase economic growth by enhancing connectivity with markets, urban centers and tourist sites. It is also expected that the improved road conditions will create opportunities for livelihood and will specifically reduce dust pollution that is currently arising due to poor road conditions and insufficient road width.</td>
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<tr>
<th>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</th>
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<tr>
<td>As part of the project preparation process, the Bank jointly with the MoRTH launched a two stage environmental and social screening process for the identified/potential sub-projects. This screening allowed identification of the key environmental (such as critical natural habitats, wildlife presence) and social issues early-on. The time required to carry out proper assessments, designing of appropriate measures for avoidance and management of the identified issues and to obtain regulatory clearances was also analyzed in detail. Based on economic, environmental and social screening criteria, about 1120 km of highways have been identified by MoRTH as candidate roads for improvement under the project. The candidate roads have been/are being further assessed to determine their readiness to proceed to contracting process and to be formally included under the project for funding based on agreed Readiness Criteria. This ensures that all required regulatory clearances are obtained for the sub-project in question prior to the invitation of bids. It further ensures that land acquisition is completed for milestone 1 (as defined in the contract document for the concerned sub-project). Further to avoid and minimize adverse environmental and social impacts at sub-project level, the following principles have been/are being adopted for alignment finalization:</td>
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<tr>
<td>• The proposed right of way for bypasses will be 30 meters if the projected traffic is less than 15,000 Passenger Car equivalent Units (PCUs) in 2030 and 45 meters if the traffic is more than 15,000 PCUs in 2030.</td>
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<tr>
<td>• The corridor of impact (CoI)/proposed cross-section would be restricted within the existing right of way in forest areas. In case of exception, both options (within the existing right of way and the alignment proposal with forest land diversion) would be analyzed before a final decision is made.</td>
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</table>
| • The corridor of impact (CoI) for the project would broadly range between 15 m to 18 m to
fit the typical cross sections, space for drains, roadside furniture and utilities. However, in specific
locations, Col of less than 15m would also be considered to minimize the impact on properties and
environmental features. Whereas, in urban areas, if the available land width is found more than the
required to fit the cross section, entire available space may be paved from building line to building
line to facilitate pedestrian movements, parking etc.

- Decision on bypasses and realignments will be taken based on a comparison of options
with or without the proposed change in design on a case-to-case basis.

Since the operation does not involve construction of new roads, alternative measures to manage
adverse impacts for roads focus on reducing the total land area for both forest and private land to
be converted beyond the existing Right of Way. To further address potential impacts on
biodiversity and natural habitats, the project’s screening mechanism was designed to identify and
avoid impacts on critical/ecologically significant natural habitats; and where forest diversion and/
or some wildlife corridors are involved beyond the limits of designated protected areas,
comprehensive assessment and appropriate designs have been/are being used. Project management
has ensured that no such road traversing through or located along a designated protected area is
included in the project.

Further, engineering design incorporates feedback from consultations with concerned state
departments (including officials from Forests and Wildlife, Tribal Welfare and Public Works
Department), project affected people, Community Based Organizations and other key
stakeholders. Analysis of alternatives, formal consultations, and joint verification exercises have
been/are being carried out as part of the environment and social assessment studies for the sub-
projects proposed to be covered under the project.

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.

Environment Management and Safeguard Policy Issues

The over-all environment management strategy for the project involves: (i) preparation of an
Environment Management Framework (EMF) for the over-all project; (ii) Environment Screening
to identify key issues including those related to biodiversity/wildlife and consider those in the
selection and design of sub-projects and; (iii) preparation of Environmental Impact Assessment
(EIA) along with preparation of Corridor-specific Environment Management Plan (EMP) for each
sub-project to be financed under the project. An independent review of these documents has been
conducted concurrently by the Project Coordinating Consultants (PCC) in order to ensure
compliance with the World Bank Safeguards policies.

As part of the project preparation process, the Bank jointly with the MoRTH carried out an
environmental screening exercise for the identified/potential sub-projects. Screening reports have
been prepared for all 11 sub-projects. The screening helped finding the key environmental issues
early-on and helped in shaping-up the EMF.

In addition to the environment and social screening exercise and the design interventions to avoid
and minimize safeguard issues (as explained above), an Environmental Management Framework
(EMF) has been prepared for the project. The framework has been prepared to guide the over-all
sub-project selection, screening (including on biodiversity/wildlife issues); carrying out of EIAs,
preparation of EMPs for project roads, institutional arrangements, and monitoring to facilitate
compliance with the requirements specified in the World Bank Operational Policies and GOI/state
regulations. The framework will help in addressing environmental risks and issues in a structured
and systematic manner.
Biodiversity protection and management also forms the core of the over-all environment management approach in the project. There are two key elements of this strategy: (i) avoidance of impacts on critical/ecologically significant natural habitats through a carefully designed screening mechanism and; (b) comprehensive assessment and appropriate design of remaining sub-projects in cases where some diversion of forest land is required and/or where some wildlife corridors are involved beyond the limits of designated protected areas. Following this approach, it has been ensured that no such road traversing through or located along a designated protected area is included in the project.

Corridor specific EIAs and EMPs have been prepared and finalized for four roads, in accordance with Bank requirements. Draft EIAs and EMPs are ready and disclosed for NH 98, NH 217, NH 200 and NH 104. Draft reports for NH 11B and NH 106 would be ready by May 15, 2013. The same is in advanced stages for the other sub-projects that would be subsequently taken-up under the project. All remaining sub-project specific environment safeguard documents would be ready for disclosure before/by July 31, 2013. All final reports will be ready and re-disclosed 120 days prior to award of civil contracts.

More so, Readiness Criteria have been agreed with MoRTH for sub-projects to proceed with contracting process and receive financing under the loan. The main purpose is to ensure higher level of readiness before contracting process begins so that contract execution will be faster and will help avoid the usual delays associated with contracts that have been let before regulatory clearances are obtained and an encumbrance free construction site is available. The framework will provide incentive to participating states to expedite preparation and meet readiness criteria in order to be able carry out road works under the project.

The management measures are being appropriately incorporated in the engineering design and bidding documents. Slope stabilization measures using vegetative material have been proposed as part of design interventions to reduce soil erosion, siltation of water bodies and road maintenance cost apart from improving road aesthetics. In addition to this, the EMPs address construction-stage impacts such as: (a) air and noise pollution including dust generated from material transport, crushers, and asphalt plants; (b) water and soil pollution from spills of fuel, lubricants, and construction camp wastes; (d) operation and rehabilitation of borrow pits, quarries, and construction camps; (e) traffic safety and management; (f) worker’s health and safety and; (g) debris management. EMPs also include monitoring plans and reporting arrangements for various environment-related activities.

Regulatory Clearances. For sub-projects for which environment, forestry and or wildlife regulatory clearances apply, these would have to be secured prior to the award of works to comply with both the World Bank’s and GoI’s requirements. It has been confirmed that two out of the 11 sub-projects, namely NH 200 and NH 217 do not require Environmental Clearance from MoEF. For sub-projects that require clearance for diversion of forest land and tree cutting permissions, application packages have been submitted to the appropriate offices and are being processed along with processes for advancing site readiness actions.

Social Safeguards

For the potential sub-projects, the social screening exercise has been completed and the results/findings have been used to determine the scope of the Environmental and Social Impact Assessments. Social Impact Assessment (SIA), Resettlement Action Plans (RAPs) and Tribal
Development Plans (TDPs), as applicable, have been/are being prepared for proposed sub-projects in line with guidance provided in the RPF.

Social Impact Assessment and Draft Resettlement Plans are ready for NH 98, NH 217, NH 200 and NH 104. Tribal Development Plans required for NH 217 and NH 200 have been prepared along with Resettlement Action Plans. Draft Resettlement Plans including Tribal Development Plans for NH 11B and 113 are being reviewed and expected to be disclosed by mid-May 2013. Resettlement Plans for the remaining fivesub-projects are under preparation. Land acquisition plan is ready for all 11 sub-projects and acquisition process is progressing.

Institutional Capacity and Arrangements for Environment and Social Safeguards

Institutional Capacity. The project design duly recognizes that institutional structures and capacities for environmental management are non-existent at MoRTH, the nodal implementation agency, and fairly limited in the State PWDs, the executing agencies. State PWDs in Bihar and West Bengal, which have no prior transport sector engagement with the Bank, are not familiar with the environment safeguard and management requirements/procedures set-out in the WB’s Operational Policies. Intensive support and training have therefore been identified as critical in order to achieve a minimum level of implementation capacity. Other states like Karnataka, Odisha and Rajasthan have implemented in the past or are currently implementing road development projects under Bank funding. Even there, the overall capacity of these participating state PWDs remains insufficient in terms of availability of qualified staff. Nonetheless, the capacity of the PWDs of these states vary and will require constant oversight to achieve acceptable levels of quality for implementation of EMF/EMPs.

Institutional Arrangements. Towards delivering of environment and social policy and procedural requirements and keeping in mind the institutional capacity issues, three levels of institutions - central, state, and sub-project/site level will be involved in the project.

Central Level Implementation Arrangements. The MoRTH will be the implementing agency through the Externally Aided Project Cell (EAC) which is already established in the Ministry’s Roads Wing and will be adequately staffed with professionals/senior government officials from the required disciplines, including those responsible for management of environment and social aspects of the project. In addition to fiduciary, procurement and contract management, the PIC as the implementing agency will have the overall environmental and social responsibility to ensure that project design and implementation comply with the relevant GoI and World Bank legislations for environment, forest, social safeguards and land acquisition issues.

To support the PIC, MoRTH will contract a Project Management Consultant (PMC) to provide administrative, technical assistance and advisory services to the EAC. Designated environment management, social safeguards/land acquisition, highway engineering and civil works experts in the PMC will work jointly with the PIC, providing ready guidance, training and recommendations for handling policy and implementation issues at the state and sub-project levels. The PMC will also facilitate cross learning between states and at sub-project levels. The EAC in liaison with the PMC will also be responsible for monitoring, auditing and reporting aspects. MoRTH is also designing a training program to help develop capacities of its staff, PIUs and consultants.

State Level Implementation Arrangements. The States involved in this project have shown strong commitment to the project. State governments are key actors during project preparation and implementation. Within the state PWD NH Wing, a Project Coordination Unit (PCU) will be appointed to oversee and coordinate project implementation at the state level. In addition, the PCU
will co-ordinate with other state-level agencies in charge of forestry, wildlife, land acquisition, tribal welfare and public utility agencies.

The state-level PCU to be headed by a Nodal Officer at the level of Superintending Engineer will comprise staff dealing with financial and procurement management, environment management and social safeguards, land acquisition, contracting management, etc. PCU will serve as the primary communication link between the project site teams and the central cell. PCU could hire individual consultant(s) to supplement PCU staff in the areas that would require strengthening.

Sub-project Level Implementation Arrangements. For each sub-project road, the PST will oversee day-to-day implementation of the contracts and, will be headed by an Executive Engineer, who will be the client’s representative at the field level. PST will guide and oversee the Contractor and the Construction Supervision Consultant to ensure compliance with contractual agreements, including those on environment and social safeguards. Staff will be designated for handling environment and social safeguards, including grievance redress, land acquisition etc. In a similar fashion, a Construction Supervision Consultant (or Independent Engineer for EPC contracts) will be contracted for each project road to directly oversee the civil works and site management. The CSC will report routinely to the PST. NGOs will be hired to facilitate implementation of RAP and/or TDPs.

Third Party Performance Monitoring and Auditing. The project will hire independent multi-disciplinary performance auditors to conduct independent assessment covering technical aspects, fiduciary and safeguards compliance, including periodic compliance with quality of outputs and statutory regulations by the contractors/consultants and periodic verification of employer's responsibility/obligation towards agreed contractual provisions, including on availability of encumbrance free site/s. The auditors will review, appraise and assess performance of the activities accomplished every six months. The auditors will report to the Project Implementation Cell and the Project Management Consultant and recommend measures to be taken to improve performance.

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

Stakeholders: The primary stakeholders related to this project include: (i) the road-side community residing along the sub-project/road; (ii) road side shop owners/vendors; and (iii) road users. The secondary stakeholders include officials from Land Administration, Forestry and Wildlife, Tribal Welfare, Non-Governmental Organizations (NGOs) and other Community Based Organizations (CBOs).

Consultations: A consultation framework has been laid out in EMF and RPF to ensure proper stakeholders consultation at all key stages of sub-project preparation and implementation. The framework provides for encouraging participation of women in the consultation process. Similarly, a supplementary consultation strategy for tribal areas has been presented in the RPF to ensure that proper consultation mechanism is followed in tribal areas. Once the project commences implementation, the project team is expected to have regular consultations with local stakeholders on environmental and social issues. The project will also establish a Grievance Redressal Mechanism (GRM) at the sub-project level, state level and at the central level. A framework for GRM is presented in the RPF. Consultations on environmental and social issues and design propositions, including bypass proposals, with both primary and secondary stakeholders have been conducted during the screening exercise and as part of the EIA/SIA process for the sub-projects.
Consultations with both primary and secondary stakeholders on design proposals were conducted and suggestions/views were sought on environmental and safety issues as part of the environmental screening and assessments for individual sub-projects. State level consultation workshops with both primary and secondary stakeholders on the EMF have also been completed in four participating states (Bihar, Odisha, West Bengal and Karnataka). For sub-projects requiring environmental clearance, district level public hearing sessions have been/are being organized as part of the country’s environmental clearance process. Such public hearing sessions have been organized for 9 out of 11 sub-projects as part of the country’s environmental clearance requirement. To strengthen management of environmental aspects, the screening results, EIA findings and feedback from officials from Forests and Wildlife, Public Works Department have been/ are being integrated into the engineering designs/DPRs.

Safeguard documents, including the Environment Management Framework (EMF) and Resettlement Policy Framework (RPF) for the over-all project have been disclosed in the Bank’s Infoshop and GoI’s website (http://morth.nic.in) in February 2012. For the individual sub-projects, the draft environment safeguard reports (EAs and EMPs) and draft social safeguard documents (SIAs, RAPs and TDPs, as applicable) for four sub-projects, namely NH 98, NH 200, NH 217 and NH 104 have also been disclosed in the Bank’s Infoshop and GoI’s website before/by March 8, 2013. Safeguard documents for two other sub-project roads (NH 113 and NH 11B) have been prepared, which are currently being reviewed and expected to be disclosed by mid-May 2013. Disclosure of final version of all safeguards documents shall be ensured 120 days prior to award of civil contracts in Project Authority’s website as well as World Bank’s website (InfoShop).

All safeguard documents for remaining sub-projects will also be disclosed in Project Authority’s website as well as World Bank’s website (Infoshop). The executive summary of the safeguard documents are being translated in local/native language for information and use of key stakeholders and will be placed in locations accessible to public. Further, the full document is being/will also be made available at project offices for reference.

B. Disclosure Requirements

<table>
<thead>
<tr>
<th>Environmental Assessment/Audit/Management Plan/Other</th>
<th>Date of receipt by the Bank</th>
<th>Date of submission to InfoShop</th>
<th>For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors</th>
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<td>22-Nov-2011</td>
<td>26-Jan-2012</td>
<td>09-Sep-2013</td>
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"In country" Disclosure

India 08-Feb-2012

Comments:

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:

Pest Management – Not Applicable
Physical Cultural Resources – Covered under EMF

C. Compliance Monitoring Indicators at the Corporate Level

OP/BP/GP 4.01 - Environment Assessment
### III. APPROVALS

<table>
<thead>
<tr>
<th>Task Team Leader:</th>
<th>Pratap Tvgssshrk</th>
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<tbody>
<tr>
<td><strong>Approved By</strong></td>
<td></td>
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<tr>
<td>Regional Safeguards Advisor:</td>
<td>Name:</td>
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<tr>
<td>Sector Manager:</td>
<td>Name:</td>
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