



## Integrated Safeguards Data Sheet Restructuring Stage

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Restructuring Stage | Date ISDS Prepared/Updated: 17-Jan-2019 | Report No: ISDSR26407

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**Note to Task Teams:** The following sections are system generated and can only be edited online in the Portal.

## I. BASIC INFORMATION

### 1. BASIC PROJECT DATA

Project ID P130339	Project Name India Second Kerala State Transport Project
Task Team Leader(s) Arnab Bandyopadhyay	Country India
Approval Date 14-May-2013	Environmental Category Full Assessment (A)
Managing Unit GTR06	Is this a Repeater project?

### PROJECT FINANCING DATA (US\$, Millions)

#### SUMMARY

<b>Total Project Cost</b>	445.00
<b>Total Financing</b>	445.00
<b>Financing Gap</b>	0.00

#### DETAILS

##### World Bank Group Financing

International Bank for Reconstruction and Development (IBRD)	216.00
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##### Non-World Bank Group Financing

Counterpart Funding	229.00
Borrower/Recipient	229.00

### 2. PROJECT INFORMATION



#### Current Project Development Objective

The project's development objective is to improve condition, traffic flow and road safety with a focus on vulnerable road users on selected roads in Kerala.

#### Proposed New PDO

To improve condition, traffic flow and road safety with a focus on Vulnerable Road Users on selected roads in Kerala, and to enhance resilience to climate change and disaster risk.

**Note to Task Teams:** End of system generated content, document is editable from here.

## 1. PROJECT DESCRIPTION

1. The Second Kerala State Transport Project II (KSTP II) [P130339] was approved by the World Bank Board on May 14, 2013 and became effective on September 6, 2013, with a total project cost of US\$ 445 million, of which US\$ 216 is IBRD financing and US\$ 229 is counterpart funding from the Kerala State Public Works Department (PWD). The project's development objective is to "improve condition, traffic flow and road safety with a focus on vulnerable road users on selected roads in Kerala". The project has three components: Component A - Road Network Upgrading and Safety Improvement (split into sub-components A1 and A2); Component B - Road Safety Management; and Component C - Institutional Strengthening.

**Note to Task Teams:** The following sections are system generated and can only be edited online in the Portal.

## 1. PROJECT LOCATION AND SALIENT PHYSICAL CHARACTERISTICS RELEVANT TO THE SAFEGUARD ANALYSIS (IF KNOWN)

The proposed project will be implemented in different parts of Kerala and across several districts. The LSGD sub-component will be implemented across seven districts severely affected by floods and landslides. The project roads to be implemented by LSGD are located in 7 districts with high percentage of Schedule Tribe in two districts. Thus, leading to applicability of World Bank's OP on Indigenous People. The 3 roads to be covered by KSTP may have minimal adverse impact on people.

## 2. ENVIRONMENTAL AND SOCIAL SAFEGUARDS SPECIALISTS ON THE TEAM

Mridula Singh, Social Specialist  
Neha Pravash Kumar Mishra, Environmental Specialist



### 3. SAFEGUARD POLICIES TRIGGERED

Safeguard Policies	Triggered	Explanation
Environmental Assessment (OP) (BP 4.01)	Yes	While socio-economic benefits are likely to accrue due to road condition, safety, drainage and resilience improvement works proposed under the restructuring of the project, some adverse impacts on bio-physical environment are also likely to occur due to reconstruction/widening activities of PWD and LSGI roads. Based on the information available from the screening exercises and field investigations that are currently underway to identify the list of proposed road sections to be funded under the proposed project restructuring, potential environmental impacts may include: (a) felling of roadside trees; (b) impact on local rivers, drainage channels and water bodies; (c) possible effect on water resources during construction stage; (d) slope failure/stability issues; (e) construction related Environment, Health, and Safety (EHS) impacts, related to work zone safety, occupational health, debris and waste disposal, dust generation and potential impacts associated with camps, plants and use/operation of material sources (including some issues related to illegal coastal sand mining); (f) increased noise pollution in the post-construction stage; and (g) impacts on existing sensitive receptors and road side religious/cultural properties, if proper avoidance and mitigation measures are not taken during design and construction of the proposed roads. The exact nature and magnitude of environmental impacts will vary in accordance to the location, type and magnitude of engineering interventions.
Performance Standards for Private Sector Activities OP/BP 4.03	No	Not Applicable
Natural Habitats (OP) (BP 4.04)	No	No road traversing through a designated protected area or a critical natural habitat will be included in the additional/new works identified for coverage under the restructured project.
Forests (OP) (BP 4.36)	No	No diversion of forest land is envisaged for the proposed works under the restructured project. The project may require cutting of road side trees, which in some cases are classified as Notified Protected Forests (NPFs). This impact will be mitigated by compensatory tree plantation, which



		would be taken up by the concerned Implementation Agency (PWD or LSGD) with support from State Forest Department. The EIAs (for PWD roads) and DPRs (for LSGD roads) for sub-projects will provide requisite details on location, number, species, girth size etc.
Pest Management (OP 4.09)	No	OP 4.09 is not being triggered for this project as biological/environmental control methods or reliance on synthetic chemical pesticides is not envisaged.
Physical Cultural Resources (OP) (BP 4.11)	Yes	<p>The project is likely to impact cultural/religious properties, mainly road side structures. Hence, OP 4.11 on Physical Cultural Resources is applicable. These impacts will be addressed through site specific plans as part of EIA/EMP, as has been done for the original project for PWD roads or through appropriate mitigation as part of DPR for LSGD roads.</p> <p>Also, since civil works are involved, 'chance finds' at work sites is a likely impact that will have to be managed by incorporating appropriate provisions in the bidding/contract documents.</p>
Indigenous Peoples (OP) (BP 4.10)	Yes	The proposed project roads implemented by Local self government are located in Waynad District that has highest Schedule Tribe population i.e. 18.5% of the total tribe followed by Idukki district with 5.3%. Both National and state laws on Panchayat Extension to Scheduled Area and OP4.10 requires free prior informed consultations with scheduled tribe, irrespective of whether the investment will adverse impact or not. The project propose to update the guidelines for social management currently implemented for PMGSY program to address the requirements of the laws and bank's OP to prepare one safeguard document i.e RPF cum TDF .It will also include measures to address risks associated with labour influx, citizen engagement, grievance management and action plan to address safe mobility for women and children.
Involuntary Resettlement (OP) (BP 4.12)	Yes	Lessons from previous projects indicates that land is required for geometric improvement or widening and upgradation. The Government of Kerala, has adopted a state R&R policy, an enhanced R&R package which is offered for negotiated purchase of land following the social impact assessment.



Accordingly, land is purchased for the ongoing KSTP II project. The existing RPF will be updated for the projects considered under the proposed restructuring project. The RPF will include measures for labour influx, citizen engagement, grievance management and action plan to address safe mobility for women and children. It will include a road map to carry out the Social Impact Assessment and prepare Social management Plan cum Resettlement Action Plan

Safety of Dams (OP) (BP 4.37)	No	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.
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.

## I. 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.

#### Environment Issues/Impacts

From an environment management and safeguards perspective, the following changes under the proposed project restructuring are of significance: (a) addition of a new component on “Climate and Disaster Resilience Enhancement” (Component D), which would include reconstruction activities on roads managed by Kerala Public Works Department (about 60 km) and those under administrative control of Local Self Government Institutions (LSGI) (about 300 km across 7 districts); (b) addition of Kerala Local Self Government Department (LSGD) as one of the implementing agencies for rebuilding and reconstructing roads under the said new component and; (c) changes in Sub-Component A2, which originally included upgrading 82 km of a state highway through a Public Private Partnership (PPP) modified annuity concession to an Engineering-Procurement-Construction (EPC) mode.

While socio-economic benefits are likely to accrue due to road condition, safety, drainage and resilience improvement works proposed under the restructuring of the project, some adverse impacts on bio-physical environment are also likely to occur due to reconstruction/widening activities of PWD and LSGI roads. Based on the information available from the screening exercises and field investigations that are currently underway to identify the list of proposed road sections to be covered under proposed project restructuring, potential environmental impacts may include: (a) felling



of roadside trees; (b) impact on local rivers, drainage channels and water bodies; (c) possible effect on water resources during construction stage; (d) slope failure/stability issues; (e) construction related Environment, Health, and Safety (EHS) impacts, related to work zone safety, occupational health, debris and waste disposal, dust generation and potential impacts associated with camps, plants and use/operation of material sources (including some issues related to illegal coastal sand mining); (f) increased noise pollution in the post-construction stage; and (g) impacts on existing sensitive receptors and road side religious/cultural properties, if proper avoidance and mitigation measures are not taken during design and construction of the proposed roads. The exact nature and magnitude of environmental impacts will vary in accordance to the location, type and magnitude of engineering interventions.

Some impacts on forests and/or critical natural habitats may also occur on account of proposed interventions if the environment screening exercises for upfront identification of such issues are not undertaken in time or with proper vigor. In the seven districts selected for reconstruction of flood affected road works as part of the new component, there are ecologically sensitive areas like wildlife sanctuaries, national parks, and bioreserves. Some road segments traverse eco sensitive zones and pass through reserved forests areas as well. Therefore, a key sub-project selection criterion entails exclusion of roads located within ecological sensitive areas and within critical natural habitats. To minimize potential adverse environmental impacts, roads having available right of way and those with lower environmental/ecological impacts, will be selected and the inclusion or exclusion of a road will be based on results of the screening exercise. Therefore, all investments to be covered under the proposed project restructuring (both PWD and LSGD) will first apply the screening protocol for upfront identification of any significant environmental issues, on lines agreed with the Bank, which includes use of geo-spatial tools to maintain higher levels of diligence. The list of proposed road segments, both for PWD and LSGI, will be shared for prior concurrence of the Bank before detailed sub-project preparation is undertaken by the respective implementation agencies.

In view of the above, no new environment safeguard policies are being triggered. However, OP 4.11 is being triggered for the restructured project to account for requirements related to Physical Cultural Resources. With an additional scope of 360 km and uncertainties as road segments/site conditions are not fully known, there is a likelihood of road side cultural and/or religious structures getting affected apart from the possibility of chance finds in a culturally rich like Kerala.

To avoid/minimize large scale, significant or irreversible impacts due to interventions proposed under project restructuring, it has been agreed with Govt. of Kerala that the proposed reconstruction and/or widening work of the road corridors will be largely confined to the existing Right of Way (RoW). With application and implementation of environment management protocols and procedures, of which screening exercises and management plans are the mainstay, adverse impacts can be mitigated to a large extent.

#### Social Issues/Impacts

The proposed roads include 3 to be built by KSTP and 330 by LSGD. One of the selection criteria for road is availability of Right of Way for upgradation and strengthening of KSTP roads and rehabilitation of roads of LSGD. Lessons from the past and on-going projects indicates that there may be minimal impact on people may be affected for improved geometrics, designs and construction induced impacts. Labour influx during the construction period may increase risks related GBV and competing with host community for resources.

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



## Environment

Road improvement interventions proposed under the restructuring of the project have a potential to restore damaged infrastructure and help economic growth (including tourism) that faced a setback on account of unprecedented floods in 2018. The devastating floods and landslides caused extensive damage to houses, roads, railways, bridges, power supplies, communication networks and other infrastructure. It was the worst disaster in nearly a century that ravaged the state, causing floods and landslides in all 14 districts, and affected approximately 5.4 million people. The proposed project interventions will primarily help in rebuilding and reconstructing the damaged road and associated assets with enhanced resilience to the growing impact of climate change.

Additionally, the project interventions will help in catalyzing the benefits of investments made under the previous projects (KSTP I, now closed) and the works undertaken under the original project (on-going with most civil works either complete or nearing completion), which have faced comparatively much less damages. It is expected that the improved road conditions will facilitate smoother traffic flows, thereby resulting in savings in time and vehicle operating costs. Apart from enhancing road safety, some local drainage, water logging and landslide problems will also be resolved.

However, increased road use may expose the road side communities, specifically vulnerable groups to adversities linked to inadequate levels of safety. If not properly designed, improved roads could have safety concerns during the operation phase, especially since design speed improvement is a desired outcome of the project. The impact of road accidents and its impact on a household level is therefore a risk, which will be factored-into the design, implementation and operation of the project.

There are no potential indirect and / or long-term environmental impacts due to anticipated future activities in the project area. With the road improvement, there will be a greater and more regulated flow of traffic but this will not have any long-term adverse impacts.

## Social

The improvement of the proposed corridors will have a long-term impact for the community benefitting from greater mobility. The rural roads will connect hamlets inhabited by Schedule Caste and Tribes, whereas, the roads within Municipalities will connect the wards to the connecting district roads.

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

#### Environment

A “no action alternative” was considered and rejected, as the reconstruction and improvement of roads is an important requirement for the people and economy of the state, post the unprecedented floods of 2018 that caused heavy damages to lives, properties and infrastructure.

The selection and prioritization criteria (being formulated) for works to be undertaken under the newly added component would consider strategic importance of the road segment, usage of public/bus transport, population served, habitation connectivity, extent of flood/geo-hazard impact/vulnerability and potential significant environmental impacts. For this, as part of the sub-project preparation process, an environmental screening will be conducted (exercise has been initiated for some road segments). This screening will allow identification of key environmental issues early-on in the project preparation cycle. To address potential impacts on biodiversity and





natural habitats, the project's environment screening mechanism has been designed to identify and avoid impacts on critical/ecologically significant natural habitats. This will ensure that no such road traversing through a designated protected area or a critical natural habitat is included in the list of works to be selected for funding under the restructured project.

The Environment Management Framework (EMF) prepared/updated to deal with environmental issues requires analyzing various alternatives for each sub-project. All civil works to be financed under the proposed project restructuring will follow existing alignments and would largely be confined to the available Right of Way. Since the operation does not involve construction of green field roads or by-passes, alternative measures to manage adverse impacts focus on reducing the impact on road-side features.

Alternatives will be explored in cases where alignment adjustments are required to avoid and/or minimize impact on roadside trees, water bodies, sensitive receptors or other such features that are locally considered important. Adjoining land use, drainage, landslides, safety and road geometry will be factored into the design process to create optimal and locally conducive improvements.

Further, engineering design for roads incorporates feedback from the consultations with concerned local community, state departments (including officials from Forests/Wildlife, Public Works Department, Local Self Government Department), Community Based Organizations and other key stakeholders. The factors to influence the design of road improvement works would include tree cutting, road safety aspects, impact on cultural/religious properties, sensitive receptors and water sources. During the engineering design process and as part of the environment impact assessments, cross-sectional, structural and geometric design alternatives will also be explored. Further, alternatives to increase resilience and environmental sustainability (such as through bio-engineering and reduction in material footprint) will be evaluated. This includes exploring the possibility to use rubber and waste plastic in road construction. To the extent possible and depending on relevance to specific site conditions, these will be considered in the design of road corridors proposed under restructuring.

## Social

The proposed Resettlement Policy Framework for KSTP and Resettlement Policy Framework cum Tribal Development Framework will guide designs that will take into account minimization of adverse impacts on people.

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 Safeguards

From an environment management and safeguards perspective, the following changes under the proposed project restructuring are of significance: (a) addition of a new component on "Climate and Disaster Resilience Enhancement" (Component D), which would include re-building and re-construction activities for PWD (~60 km) and LSGI roads (~300 km across 7 districts); (b) addition of Kerala Local Self Government Department as one of the implementing agencies for rebuilding and reconstructing roads under the said new component and; (c) changes in Sub-Component A2, which originally included upgrading 82 km state highway through a PPP modified annuity concession to an EPC mode.

The Environment Management Framework (EMF) prepared for the original project continues to be applicable and will guide the environment management process, including preparation of sub-project specific instruments/ designs for the restructured project as well. It has been updated/ revised in March-April 2019 to include the aspects pertaining



to the additional/new component and associated changes in scope of works and implementation arrangements, specifically regarding LSGD.

While the same approach, similar management instruments and akin implementation arrangements, as agreed and executed for the original project, will continue to apply to the new road works to be managed by PWD, the process and procedures with regard to environment management for roads to be supervised by LSGD will follow the norms and methodology adopted for PMGSY (also financed and supported by the World Bank with an Additional Financing operation of USD 500 million currently under execution - same approach has been adopted for similar rural road operations in Rajasthan, Bihar and Madhya Pradesh). Similar to PMGSY, the national rural roads program, the LSGD works are likely to be confined to existing tracks (in most cases), are similar in nature despite dispersed locations and the scale of the operation is fairly limited (smaller lengths involved for an individual road). Therefore, instead of sub-project specific assessments and management plan preparation, the procedures for environment management, like the national program, will include: (a) screening to identify significant environmental issues, right at the sub-project selection stage; (b) application and implementation of Environmental Codes of Practice (ECoPs) that includes use of comprehensive assessment/audit checklists at four stages - DPR preparation (integrating site specific requirements/mitigation within the design itself and includes transect walk and consultations with community); Pre-construction; Construction and Post-construction; and (c) integration of the standard/generic Environment Management Plan in the Bidding Document to address construction stage environment, health and safety issues. Implementation arrangements, including supervision, monitoring and reporting systems, will be similar to those agreed for PWD and used under the original project.

All investments to be covered under the proposed project restructuring (both PWD and LSGD) will first apply the screening protocol for upfront identification of any significant environmental issues, on lines similar to the original project. In the seven districts selected for reconstruction of flood affected road works as part of the new component, there are ecologically sensitive areas like wildlife sanctuaries, national parks, and bioreserves. Some road segments traverse eco sensitive zones and pass through reserved forests areas as well. Therefore, one a key sub-project selection criterion entails exclusion of roads located within ecological sensitive areas and within critical natural habitats. To minimize potential adverse environmental impacts, roads having available right of way and those with lower environmental/ecological impacts, will be selected and the inclusion or exclusion of a road will be based on results of the screening exercise. Environmental screening exercises for some identified road segments are currently underway.

Sub-project investigations (through sub-project specific EIAs for PWD roads and DPR stage assessment through application of ECoPs/climate screening checklist for LSGD roads) will also assess potential climate change impacts and suggest appropriate measures to be incorporated in the sub-project design, as needed in the light of site conditions, including on the possibilities to reduce damages from floods (such as damage to structures, breach due to missing drainage arrangements etc.) and landslides. Alternative techniques/material options (such as use of rubber, plastic, bio-engineering etc.) will also be explored as part of these assessments and promoted based on site conditions. The replantation measures to compensate tree cutting on either category of roads, will be addressed through Forest Department, Govt. of Kerala, as has been done for the original project.

Sub-project specific EMPs to minimize and mitigate impacts will be prepared for PWD works and appropriately integrated into the Bidding Documents. Such EMPs will be reviewed and cleared by the Bank prior to approval of the bid documents. For LSGD works, a generic Environment Management Plan to address typical construction stage environment, health and safety issues will be reviewed/approved by the Bank while giving concurrence to the Model Bidding Document.



Overall, the Project Management Team (PMT) and Project Implementation Units (PIUs) of PWD are fully aware and familiar with the potential environmental impacts and the required mitigation/management measures, as they have successfully implemented the previous Bank supported project (KSTP I, now closed). In the previous project as well the on-going project (KSTP II), environment management plans, by and large have been satisfactorily implemented, albeit with some delays in obtaining forest clearances and slippages in worksite safety management. Apart from these two areas, there are many good practices and lessons that have been accounted for in the selection, design and execution of works. The PIUs will be supported by Construction Supervision Consultants who will be providing specific day-to-day oversight on implementation of EMPs as an integral part of technical supervision of different construction contracts under the new component D on "Climate and Disaster Resilience Enhancement."

However, the proposed restructuring also entails changes in the project's institutional and implementation arrangements. A new implementing agency, the Kerala Local Self Government Department (LSGD) - the state's agency responsible for local self-government institutions, is being added as one of the implementing agencies of the project. This agency will be primarily responsible for construction, rehabilitation and/or improvement of the LSGI Roads, and supporting day-to-day implementation of the LSGI roads sub-component (D.2) as part of the proposed component D.

To ensure successful implementation and day-to-day management and administration of the LSGI road sub-component, a Project Management Unit (PMU) headed by a Superintending Engineer (SE) Level Officer [Project Director] with at least three years of service to retirement has been created at the head office of LSGD in Trivandrum. The Project Director will be supported by a team of one Executive Engineer (EE) [Deputy Director], one Assistant Executive Engineer (AEE) and an Environmental Specialist apart from other specialists. The PMU would also include staff from PMGSY Rural Roads Development Agency (RRDA) that are conversant with PMGSY procedures and have been involved in the implementation of the program. The PMU would be supported by Project Implementation Units (PIUs) at Division levels for implementation headed by an Executive Engineer who would be responsible for overall execution of works. Services of Design and Supervision Consultants will be availed to support LSGD, which would include application and implementation of ECoPs (PMGSY guidelines and procedures) for environment management. For LSGD sub-component, while design would follow the PMGSY framework, implementation would follow the existing KSTP model.

Furthermore, all LSGD officials (at headquarters and in the field), consultants and contractors will be provided with hand-holding support and training in World Bank environment management and safeguard requirements, possibly with some support from existing consultants working on the original project.

While the Design and the Supervision Consultants are in the process of being procured and brought on board, in the interim, a team of individual consultants from the empaneled consultants of Kerala Infrastructure Investment Fund Board (KIIFB) would be engaged to support the LSGD engineers in shortlisting and prioritizing 300 km roads. KIIFB is deploy around 30 field engineers for ground truthing and recruiting an Environment Expert with prior experience of working in KSTP by April 30, 2019. The two Implementation Agencies are also making environmental capacity as a requirement in the teams of the Design and Supervision Consultants.

## Social

The state of Kerala has pioneered in developing R&R policy that encompasses a package which is above the compensation and benefits laid down in the Right to Fair and Transparent land Acquisition and Resettlement and Rehabilitation (RFCTLAR&R) Act, 2013. The KSTP project has Institutionalized the approach of negotiated settlement to purchase assets by incorporating it in the state Rules for LAR&R. It provides the necessary legal framework for direct purchase of land. District Level Purchase Committee constituted under the Chairmanship of the District



Collector emerged as a viable institutional arrangement to firm up land value through negotiation with the land owners in groups. This project provides an opportunity to LSG to update the guidelines for social management of risks implemented by PMGSY program to cover both rural and urban local governments. The revised framework will also cover the requirements of the Indigenous people laid down in Panchayat (Extension) Scheduled Area Act and Bank's policy 4.10. Both of them require free, Prior, Informed Consultation (FPIC) The existing PMGSY guidelines includes the processes and procedures to comply with FPIC. The RPF for KSTP and RPF cum TDF for LSGD will guide the preparation of Resettlement action Plan for KSTP and Social Management Plan cum Tribal Development Plan for LSGD roads.

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

#### Environment Management and Safeguards

Stakeholders: From an environmental perspective, the primary stakeholders of the project include: (i) the community residing along/close to the road, including farmers; (ii) road-side shop owners/vendors/businessmen; (iii) road users; and (iv) trusts/committees of the religious properties and local market associations; and (v) workers employed by the Contractors. The secondary stakeholders include local bodies like panchayats and municipalities, officials from Public Works Department, LSGD, Forest and Wildlife, Agriculture, Irrigation, Utility Departments and representatives from the Non-Governmental Organizations (NGOs).

Consultations: Stakeholder consultation mechanisms have been central to the design and implementation of sub-projects under KSTP II. This includes procedures for dissemination of information and consultation with communities in particular through various stages of the sub-project cycle. While initial involvement requires stakeholder participation in planning/designing of road and providing for local level interventions (such as those related to cultural/religious properties, provision of ramps/access and drainage), implementation phase requirements encourage feedback for a more participatory monitoring. Guidance on consultations has been laid out in the Environment Management Framework (EMF) to ensure proper stakeholders consultation at all key stages of sub-project preparation and implementation. The consultation process is designed such that: (i) affected people are included in the decision making process; (ii) links between communities and their natural resource base adjacent to project locations are explored; (iii) public awareness/information sharing on project alternatives and benefits is promoted and; (iv) views and design solutions are solicited. Over-all, the consultation strategy/process is designed to enhance positive and avoid/manage negative impacts from the project.

Findings from the consultations will be considered in deciding the alignment/cross sections, drainage facilities, safety and other design interventions. Follow-up consultations will also be conducted, as needed through pre-construction and construction stages of the restructured project. Outputs from this process will be integrated into the engineering design to the extent possible. Consultations on environmental issues and design propositions, with both primary and secondary stakeholders will be conducted as part of the EA studies (for PWD roads) and DPR preparation (for LSGD roads). The public consultation process so far has indicated that the people support the proposed project interventions. Some concerns have also been highlighted by the people during field interactions and these pertain to drainage; flood damage; landslides; accidents; potential disturbances to religious property, schools and water sources. These will be addressed during design preparation, to the extent possible.

Disclosure: The Environment Management Framework, which has been updated/ revised for the restructured project, will be disclosed by April 30, 2019. Following the procedure and method adopted for the original project, the other environment management and safeguard instruments/documents (such as the sub-project specific EIAs and EMPs)



will be disclosed in line with Bank's policy on Disclosure as and when they are ready but prior to bid invitation. The executive summary of the documents will be translated in vernacular for information and use of key stakeholders and will be placed in locations accessible to public. Further, the full document will be made available at PWD's and LSGD's field offices (sub-project level) for reference of interested individuals/groups and also uploaded on the Project Authority's (PWD and LSGD, Govt. of Kerala) website.

Social

The project will benefit the community and may marginally have adverse impact on select few who form the primary stakeholders. The preparation of the project will be based on stakeholder mapping and consultations will be carried out accordingly to prepare the safeguard instruments. This will also include action plan for consultation during the implementation of the RAP and SMP cum TDP

**B. DISCLOSURE REQUIREMENTS**

**Environmental Assessment/Audit/Management Plan/Other**

Date of receipt by the Bank

08-Oct-2012

Date of submission for disclosure

18-Dec-2012

For Category 'A' projects, date of distributing the Executive Summary of the EA to the Executive Directors

"In country" Disclosure

Country

India

Date of Disclosure

30-Apr-2019

Comments

The Environment Management Framework (EMF) prepared for the original project continues to be applicable to KSTP II (for the PWD part). It has been "revised" in March/April 2019 to include the aspects pertaining to the additional/new component and associated changes in scope of works and implementation arrangements, specifically regarding LSGD roads, for which the approach and process used for PMGSY has been added. The updated/revised document dated April 10, 2019 will be disclosed through Bank's Operations Portal and in-country by April 30, 2019. Other environment management and safeguards instruments can be/will be prepared and disclosed once the sub-projects have been identified, prioritized and the DPR/design preparation process is initiated.

**Resettlement Action Plan/Framework Policy Process**

Date of receipt by the Bank

24-May-2019

Date of submission for disclosure

30-May-2019



“In country” Disclosure

Country

India

Date of Disclosure

30-Apr-2019

Comments

**Indigenous Peoples Development Plan/Framework**

Date of receipt by the Bank

24-May-2019

Date of submission for disclosure

30-May-2019

“In country” Disclosure

**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
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes

**OP/BP 4.11 - Physical Cultural Resources**

Does the EA include adequate measures related to cultural property?	Yes
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes

**OP/BP 4.10 - Indigenous Peoples**

Has a separate Indigenous Peoples Plan/Planning Framework (as appropriate) been prepared in consultation with affected Indigenous Peoples?	Yes
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	



If the whole project is designed to benefit IP, has the design been reviewed and approved by the Regional Social Development Unit or Practice Manager?	
<b>OP/BP 4.12 - Involuntary Resettlement</b>	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes
Is physical displacement/relocation expected?	
Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)	
<b>The World Bank Policy on Disclosure of Information</b>	
Have relevant safeguard policies documents been sent to the World Bank for disclosure?	No
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?	No
<b>All Safeguard Policies</b>	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes
Have costs related to safeguard policy measures been included in the project cost?	Yes
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes

**II. APPROVALS**



Task Team Leader(s)	Arnab Bandyopadhyay	
Approved By		
Safeguards Advisor		
Practice Manager/Manager		

**Note to Task Teams:** End of system generated content