

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA5655

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I. BASIC INFORMATION

1. Basic Project Data

Country:	India	Project ID:	P130164
Project Name:	Rajasthan Road Sector Modernization Project (P130164)		
Task Team Leader:	Mesfin Wodajo Jijo		
Estimated Appraisal Date:	04-Sep-2013	Estimated Board Date:	29-Oct-2013
Managing Unit:	SASDT	Lending Instrument:	Specific Investment Loan
Sector(s):	Rural and Inter-Urban Roads and Highways (100%)		
Theme(s):	Other rural development (70%), Managing for development results (20%), Infrastructure services for private sector development (10%)		
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?			No
Financing (In USD Million)			
Total Project Cost:	224.00	Total Bank Financing:	157.00
Financing Gap:	0.00		
Financing Source			Amount
BORROWER/RECIPIENT			67.00
International Development Association (IDA)			157.00
Total			224.00
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

2. Project Development Objective(s)

The project development objective is to improve rural connectivity, enhance road safety and strengthen road sector management capacity of the state of Rajasthan.

3. Project Description

The Bank will finance the project through a Credit from the International Development Association

(IDA) as a Specific Investment Loan (SIL). The Project will be implemented over a five year period. The total cost of the project is estimated at the equivalent of USD 224 million. The Bank share is estimated at US\$157 million.

The project is designed to enhance the effectiveness of Bank's support through a two pronged strategy focusing on: (a) Investments: supporting poverty alleviation through improved connectivity of smaller habitations; and (b) Technical and knowledge support: facilitating gradual transformation of the Public Works Department (PWD) into a modern road agency by adopting best practice examples of sector policies, strategic planning, and project and asset management, as well as piloting some innovations to optimize cost and time of construction as well as minimize environmental foot print. The project will also finance preparatory activities of follow-on operations including network analysis of about 7000 km of State Highways (SHs)/Major District Roads (MDRs) to prioritize about 700 km corridors for which detailed engineering design and project reports will be prepared. These objectives will be achieved through implementing the following components: The project objective will be achieved through implementing the following components: (a) Rural Connectivity Improvement; (b) Road Sector Modernization and Performance Enhancement; and (c) Road Safety Management.

The project has four components as described below.

Component A: Rural Connectivity Improvement (USD 197 million, including IDA credit USD 138 million; civil works): This component would support construction of about 2,500 km rural roads to provide connectivity to about 1,300 revenue villages with population between 250 and 500 in the areas of the state not covered by Pradhan Mantri Gram Sadak Yojana (PMGSY) and introduce good practices of cost effective low volume technologies. The roads will predominantly be built using a bitumen surface and will include all necessary bridges and cross drainage works to maintain year round connectivity. This component will also support consultant and technical assistance services to help the PWD in the overall project management including supervising and monitoring the construction packages with periodic site visits and progress/ status monitoring and reporting. Further, this component includes support for construction of about 100-120 km of village and other low-trafficked rural roads connecting sparse populations through low-cost new technology materials like quarry wastes, chip sealing or thin bituminous surfacing on a pilot basis to test and confirm the effectiveness of such technologies in rural roads.

Component B: Road Sector Modernization and Performance Enhancement (USD 11 million, including IDA credit USD 7.75 million; technical assistance and goods)

The Project will facilitate gradual transformation of the PWD into a modern road agency by putting in place best practice examples for sector policies, financing, strategic planning, road safety, and project and asset management. This would enable the PWD to: (i) enhance both the quality of delivery and effectiveness of various road programs; (b) sustain the assets created under those programs through better planning and garnering more funds; and (c) improve road safety management.

The project will support implementation of a Road Sector Modernization Plan (RSMP) designed to address key sector issues by considering the best practice road industry examples available in India and abroad. This component will support implementation of an RSMP in the following key areas:

- Improved policy framework: Strengthening of existing road sector policies and strategies including a robust financing framework for both road construction and maintenance, strengthening of policy framework for PPP and participation of local governments in managing road access to small communities;
- Sustainable Asset Management: Modifying and putting to use the current MMS into a computerized asset management system to prepare prioritized investment and maintenance plans for

both construction and maintenance of state roads using rational criteria for investment decisions; introduction of area-wide maintenance contract system and other forms of maintenance contracting ;

- Modernization of Engineering Practices and Business Procedures: including introduction of modern project preparation and management practices, design and construction standards, new technologies specifically to promote cost-effective road construction for low trafficked roads (about 50,000 km), improved procurement procedures, and a PWD-wide procurement and contract management manual;
- Institutional and Human Resource Development: Strengthening of PWD institutional structure, building of staff capacities to keep them abreast with latest road industry practices, and computerization of PWD offices;
- Preparing a pipeline of feasible projects for implementation: Feasibility and DPR preparation of about 700 km of SH/MDRs ready for financing after initiation of pre-construction activities. At appraisal, shortlisting of international consultants for the service is ongoing; and
- Enhancing Governance & Accountability in PWD: Bringing in transparency and openness in all major activities involving public procurement and financing through improved voluntary sharing of information and on demand as per the RTI.

Component C: Road Safety Management (USD 15 million, including IDA credit USD 10.55 million; civil works, technical assistance and goods): This component will support the strengthening of road safety management systems in Rajasthan with the objective of reducing the number of fatalities and serious injuries from traffic accidents in the state. This will be accomplished through establishing and implementing a multi-sector demonstration activity approach on selected corridor(s), iRAP surveys financed by Govt. of Rajasthan (GoR), on high-risk, high-volume state highways, support to the state on select policy reviews, capacity building of PWD and other agencies in road safety engineering and integration of road safety into asset and project management, road safety audits on project roads, road safety education and awareness programs, and possible support to procure equipment for ongoing safety programs of the state's Transport and/or Police Departments. These interventions have been designed based on a detailed Road Safety Management Capacity Review (RSMCR), which followed established guidelines to assess the preparedness of the state's agencies in tackling the state's road safety challenges. This component will support the following activities:

Safe Corridor Demonstration Program (SCDP, USD 12 million, IDA USD8.4 million): This sub-component will primarily support multi-sector road safety interventions on select demonstration corridors. Given that GOR is interested to carry out the iRAP surveys on some of its major state highways quickly , it will finance this activity on ten high-risk, high volume roads to obtain the baseline road safety assessment; a 100 km stretch will then be selected from among these roads as the demonstration corridors for targeted multi-sector road safety interventions. The focus of these interventions will be on improving the safety of pedestrians, bicyclists and motorized two-wheelers through a range of engineering (as suggested by iRAP), enforcement, education, health care and community awareness measures . It will support procurement of related goods, civil works and consultancy services for implementation of a multi-year result-focused safety action plan. A road safety management (RSM) consultancy is envisaged for assisting the PWD's Road Safety Cell in supervision of the design, development and monitoring of the road safety interventions and related performance indicators for these activities and their effects on treated corridors, comparing before-after road safety conditions. It is envisaged that this will develop the capacity of the state agencies to eventually evolve a State Road Safety and Traffic Management Board, which will coordinate and implement multi-sector road safety interventions on all state roads in the long term, including the development of an informed State Road Safety Strategy.

Formulation of State Road Safety Action Plan (USD 1.0 million, IDA USD 0.7 million): Building on the lessons from the SCDP, this sub-component will support consulting services to help the state in formulating a road safety action plan building upon a long-term safe system vision, establishing required institutional structures for multi-sector coordination and decision making that could then be applied on all state roads eventually. This technical assistance will also include benchmarking of current state policies (on road safety aspects) with international best practice to identify and evaluate options and make recommendations for improvements. Proposed tasks under this sub-component are:

- Review of existing institutional arrangements and recommendations for better set-up for multi-sector coordination
- Support to the state's other stakeholder departments in preparing their investment plans for road safety across the state
- Crash investigation training for Police (to complement the implementation of the Road Accident Database Management System under the proposed NHIIP of MoRTH)
- Development of a Manual of road infrastructure safety principles and good practice (incorporating safe system principles), and associated training for the Public Works Department
- Developing/enhancing University based road safety research capacity in Rajasthan
- Review of heavy vehicle operations, driver and rider licensing arrangements (including license testing), penalties for offences

Road Safety audits on project roads (USD 1 million IDA USD 0.7 million): This component will primarily support the conduct of road safety audits on all project roads post construction to ensure that adequate road safety provisions have been incorporated.

Road Safety Education & Awareness campaigns (USD 0.25 million, IDA USD 0.18 million): This sub-component will support the formulation and dissemination of road safety awareness campaigns in the project districts. NGOs that already active in the field will be harnessed to deliver the activities that may involve use of audio-visual media, targeted advertisements, road safety literature to be distributed in schools/colleges and use of existing loud speaker systems at high crash locations. In addition, it may also include imparting first aid transponder training to establishments along some of the project roads.

Equipment for ongoing Road Safety Initiatives (USD 0.75 million, IDA USD 0.53 million): This sub-component will support the procurement of sample state-of-the-art equipment/goods and associated training in the tactical application of the equipment that could then be used by the state's Transport/Police Departments in their ongoing road safety initiatives. These could be in the form of speed guns, intersection cameras, variable message signs or back office offence processing systems.

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

The project will be implemented in the state of Rajasthan, a state situated in the north-western part of India. It is the biggest state in the country of India and lies between 23° 30' and 30° 11' north latitude and 69° 29' and 78° 17' east longitude. Rajasthan is bordered by the states of Punjab, Uttar Pradesh and Haryana in the north and north-east. The state of Madhya Pradesh lies in the south-east and Gujarat in the south-west. The state shares its north-western and western boundary with the Indo-Pakistan international border that extends about 1,070 km and borders major districts of Barmer, Bikaner, Ganganagar and Jaisalmer.

This north-western state is the largest Indian state with an area of 3,42,239 sq.km. comprising 11 percent of the total geographical area of the country. The state stretches length-wise 869 km. from west to east and 826 km. from north to south. The Tropic of Cancer passes through its southern tip in Banswara District. Administratively, the state is divided into 32 districts.

The huge portion of the state of Rajasthan is desiccated and houses the biggest Indian desert- the Thar Desert known as the 'Maru-kantar'. The oldest chain of fold mountains - the Aravali Range splits the state into two geographical zones - desert at one side and forest belt on the other. The Thar Desert or the Great Indian Desert encompasses about 70 percent of total landmass of Rajasthan and hence it is identified as the "Desert State of India". The Thar Desert is the biggest desert in India and encompasses the districts of Jaisalmer, Barmer, Bikaner and Jodhpur. It experiences extreme climate with an average annual rainfall less than 25 cm.

Rajasthan has also other varying topographic features though a major part of the state is dominated by parched and dry region. The extensive topography includes rocky terrain, rolling sand dunes, some wetlands, barren tracts or land filled with thorny scrubs, river-drained plains, plateaus, ravines and wooded regions. The Mount Abu is the only hill station of the state and houses the Guru Shikhar Peak that is the highest peak of the Aravali range with an elevation of 1,722 m. Moreover, the rocky range of Amber, hilly range of Mewar, river basin of Bharatpur and fertile Aravali range lend to the topography of the state a unique mix. The state also has the largest chunk of wastelands, which is about 20 percent of the total wastelands of the country. The main rivers in Rajasthan are Ahar, Banas, Berach, Chambal, Gambhir, Ghaggar-Hakra, Gomati, Kali Sindh, Lavanavari, Luni, Mahi, Parbati, Sarasvati, Sukri and West Banas.

Like its varying topography, Rajasthan has varying climate. The climate of the Rajasthan can be broadly classified into four distinct seasons. They are - pre-monsoon, which is the hot season preceding the monsoon and extends from April to June; the monsoon that occurs in the month of June in the eastern region and mid-July in the western arid regions; the post-monsoon that commences from mid-September and continues till November and the winter that extends from December to March with January being the coldest month of the year. The average temperature in winter ranges from 8° to 28° C (46° to 82° F) and in summer the average temperature range from 25° to 46° C (77° to 115° F).

The average rainfall varies throughout the state. The western part that consists of the desert receives an annual rainfall of 100 mm (about 4 inches). The south-eastern part of Rajasthan receives annually 650 mm (26 inches). Like most parts of India, the state receives a maximum rainfall during the monsoon season during the months of July to September.

The soil and vegetation type in Rajasthan alter with its wide-ranging topography and the availability of water. The varied kind of soils available in Rajasthan are mostly sandy, saline, alkaline and chalky (calcareous). Clay, loamy, black lava soil and nitrogenous soils are also found.

Owing to the limited rainfall, food crops are grown in the plains that are drained by the rivers and streams owing to the alluvial and clay soil deposits. There are mainly two crop seasons. The major crops sown during the months of June-July and harvested in September-October are bajra, jowar, pulses, maize and groundnut. Main Rabi crops for which sowing operations start during October-November and harvested in March-April include wheat, barley, pulses, gram and oil seeds. Among oil seeds, rape and mustard are the two important varieties. Fruits and vegetables are also sown throughout the state depending on the suitability of the soil. Fruit trees grown include orange, lemon, pomegranate, guava and mango. The hilly tracts of the Aravali are characterized by the black, lava soils that sustain the growth of cotton and sugarcane. The main source of irrigation is wells and tanks.

Rajasthan is the abode of certain flora and fauna that are particularly endemic to arid regions and are specially adapted biologically to survive in the dry/water deficient regions of the state. Due to vast size and altitudinal variations (some areas are 1,700 m above the sea level), there is variation in the vegetation types found in the state. The state has semi-green forests (Mount Abu) to dry grasslands of the desert. It also has dry deciduous thorn forest (Aravali) and wetlands (Bharatpur).

Kejri (prosopis cineraria) is the most prolific and an all-purpose tree of the desert arid zone. The other pre-dominant tree species found in the state are varied species of acacia and Azadirachta indica

(Neem). Trees found in the hilly area of Mount Abu include Salar (*Bowellia seriata*), Bamboo (*Dendrocalamus strictus*), Dhav (*Anogeisrus pendula*), Mango and Jamun (*Syzygium cumini*). Vegetation in the desert region is limited to very slow growing stunted trees, thorny shrubs and some grasses. The forest vegetation is pre-dominantly deciduous in nature. It primarily consists of thorny bushes, shrubs and xerophilous grass. Perennial grasses of the arid zone such as sewan (*Lasiurus sindicus*), dhaman (*Cenchrus ciliaris*), boor (*Cenchrus jwarancusa*) and bharut (*Cenchrus catharticus*) not only help to bind the soil but also are good fodder for the livestock. The other natural vegetation type in Rajasthan is ephemeral, occurring only during the monsoon season. Some National Parks also house numerous species of herbs and plants that have medicinal values.

Only 9.36 percent of the total geographical area is classified as forest. The extent of natural forests in Rajasthan is not only one of the lowest in the country but also lowest in terms of productivity.

Forests mostly confined to the east of the Aravali range constitute just about 9 percent of the total area of the state. With the western half a desert terrain, most of the area under forests is restricted to eastern and southern parts of the state. The forests are unevenly distributed in the various districts. Most of the forests are over the hilly areas i.e. in Udaipur, Rajasamand, Kota, Baran Sawai Madhopur, Chittorgarh, Sirohi, Bundi, Alwar, Jhalawar and Banswara districts, which make up for about 50 percent of the forests of the state. Dense natural forests are in protected patches, mostly confined to various national parks and wild-life sanctuaries.

Afforestation in new areas and reforestation on areas where vegetation cover has been lost are both stupendous tasks looking at the adverse edapho-climatic conditions prevailing in most parts of the state coupled with serious biotic pressure. Edapho-climatic constraints affect the productivity and therefore an appropriate carefully designed plantation strategy is essential to ensure survival of plantation works undertaken in the project.

Owing to the varied topography, there is also a variation in the flora and fauna (including avifauna) found in the state. The desolate lands of Rajasthan with absolutely no vegetation may be poor but is of great worth to the wildlife as it is rich in animal habitat. Rajasthan is known to have a number of wild life sanctuaries and national parks in India. Some of the important protected areas in the state include the Desert National Park, Rathambore National Park, Sariska National Park, Bharatpur Wild life Sanctuary, Darrah National Park and Mount Abu Wildlife Sanctuary. The faunal wealth of the Rajasthan presents a vivid spectrum ranging from mammals and reptiles to bird life. Antelopes and gazelles are found in most of the regions of Rajasthan. Black buck primarily inhabits the Jodhpur (western) region and the small herds of Indian gazelle are found in the sandy deserts. The Blue bull is spotted frequently on open plains and in the foot hills of the Aravalis. The four-horned antelope lives in the hilly regions. Of the deer family, Sambar and the Spotted Deer are found in forests interspersed with patchy open meadows.

The best known of the cat family in Rajasthan is the Tiger. An endangered species, tigers are now in the protection of national parks in Ranthambore and Sariska. Another of the threatened species is leopard found in the rocky outcrops in the Aravalis and open arid countryside in Jodhpur area. Others include Jungle Cat and the Caracal. The prominent members of the dog family once quite prolific in Rajasthan are the Jackal, the Wolf and the Desert Fox. Civet, Hyena, Monitor Lizard, Porcupine, and Wild Boar are also found in the state. The avian world is also well represented with Peafowl, Grey Partridge, Bush Quail, Sand Grouse, Tree Pie, Great Indian Bustard, Imperial Sand Grouse, Siberian Crane, Coot and Pelican Golden backed Woodpecker, Demoiselle Cranes crested Serpent Eagle and the Great Indian Horned Owl. There are about 450 species of avifauna including various migratory birds. Ghariyal, a large aquatic predator is also found in some rivers of the state.

Rajasthan is also famous for the majestic forts, intricately carved temples, decorated havelis and forts. Jaipur, the capital city, is noted for the ancient houses made of a type of sand stone dominated by a pink hue and is known as the 'Pink City'. The state is home of the valiant Rajputs known for their bravery and chivalry. The history of Rajasthan is about 5000 years old. Archaeological

excavations establish a connection with the Harappan culture, which dates to about 1000 BC. The state is a classic blend of beauty and historicity, known for its traditional and colorful art. Rajasthan is also famous for textile, semi-precious stones and handicrafts. The block prints, tie and die prints, Bagaru prints, Sanganer prints, zari embroidery are major export products from Rajasthan. Items like wooden furniture, handicrafts, carpets and blue pottery are also famous.

Rajasthan is one of the low income states of India. With a population of 68.6 million, Rajasthan is lagging in many key socio-economic indicators and stands at 17th place (out of 29) in terms of the Human Development Index. Its per capita income (USD 943) is about 20 percent lower than the national average (USD 1185). About 75 percent of the state's population is rural and mainly depends on agriculture for its livelihood. The state accounts for 10 percent of the milk, 35 percent of the wool and 10 percent of the meat produced in the country - it is the largest producer of wool and the 2nd largest producer of milk in the country.

Rajasthan has about 65 varieties of minerals and accounts for more than 70 percent of India's total mineral production. There are a large number of small-scale industrial units in Rajasthan. There are large deposits of zinc and copper and these are being exploited for the development of industries dependent on these metals. The state also has large deposits of gypsum and lignite and mica. It has a large production of cotton and the textile industries. Among the other industries, cement, ball bearings, sugar, caustic soda and other chemicals operate in the state.

The state has good potential for growth in agriculture and agro-based industries, mining and minerals processing, tourism, handicrafts and cottage industries, but this potential is underutilized due to inadequate road infrastructure and market linkages. While Rajasthan has a state road network of 124,097 km, classified as State Highways (10,815 km), Major District Roads (9,198 km) and Rural Roads (104,084 km), due to years of under-investment and inadequate maintenance, about half of the road network is poor in terms of riding quality, geometry, pavement strength, drainage, and safety standards. It is also disjointed due to missing links and dilapidated condition of bridges. Only about 11 percent of State Highways (SHs) and Major District Roads (MDRs) are double lane. Road density in Rajasthan is 55 km per 100 sq. km, compared to the national average of 110. Per capita road development cost in the state is very high due to the widely dispersed population.

In recent years, Rajasthan has made remarkable progress under the Prime Minister Gram Sadak Yojana (PMGSY) and provided road connectivity to about 81 percent of its habitations. However, about 7,357 villages with population below 500 are not covered under PMGSY and thus providing all-weather road access to these villages is a priority of the State Government as stated in the Twelfth Five Year Plan. The local governments are already undertaking some earthwork and gravelling works on the tracks serving these habitations under Mahatama Gandhi National Rural Employment Guarantee Act (MGNREGA). Further, despite construction of PMGSY (rural) roads, effective linkages from rural areas to markets served through SHs and MDRs are not yet established due to the poor condition of the middle level of network. To fully realize and extend the benefits of investments in PMGSY, to provide effective linkages from rural areas to markets and to support poverty alleviation through improved connectivity of smaller habitations, significant improvements in the road sector are required. Further, while there has been some investment in widening state highways and district roads to accommodate greater volumes of traffic, much more is required to develop the road network in the state.

5. Environmental and Social Safeguards Specialists

Venkata Rao Bayana (SASDS)

Neha Pravash Kumar Mishra (SASDI)

6. Safeguard Policies	Triggered?	Explanation (Optional)
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Environmental Assessment OP/ BP 4.01	Yes	<p>The environment and social screening exercises and the application of the Environment Management Framework for rural road works have identified some potential adverse impacts on road-side tree plantation, water bodies, local drainage, public water supply sources, material sources, sensitive receptors, religious sites and other common property resources located along the road. To support integration of environmental and social aspects into the decision-making process and to improve the sustainability of investments made under the project by addressing the identified issues, OP/BP 4.01 is being triggered.</p>
Natural Habitats OP/BP 4.04	Yes	<p>As part of Component B (Road Sector Modernization and Performance Enhancement), various sector level initiatives will be supported under the project. These include improving policy framework, strengthening of existing road sector policies and strategies, modernization of engineering practices/business procedures and creating asset management system to prepare 'prioritized plans' for both construction and maintenance of state roads.</p> <p>While no civil works will be financed under the project on roads passing through designated protected areas/wilderness areas, the larger institutional development plan for the road sector in Rajasthan would need to address the issues of biodiversity management in the interest of road user safety (accidents with Blue bulls have been fatal/serious), environmental sustainability and tourism related reasons. Appropriate strategies and mechanisms will have to be built into the institutional systems to ensure that the over-all network planning/development and road selection/construction takes into account such factors, including use of rational criteria for investment decisions.</p> <p>Such efforts may help in gradually (systematically in the long term) minimizing and/or mitigating some adverse impacts resulting from fragmentation of natural habitats due to major road projects in the past and more significantly, in reducing the current issues around road user and wildlife safety in areas outside the designated protected areas, where</p>

		animals crossings/accidents are known to occur frequently.
Forests OP/BP 4.36	Yes	As per the screening results available so far, the proposed civil works under the rural connectivity component would be accommodated largely within the existing Right of Way (land already in possession of the PWD). Due to such works, no significant impact on the health and quality of forests is likely to occur. Such works are also not likely to impact the rights and welfare of people and their level of dependence upon the forests. These works are not expected to bring about any change in the management, protection or utilization of natural forests or plantations. However, a small quantum of forest land may be required for sub-projects targeted for improving road safety, primarily to improve geometry at specific spots/sections and to construct the road to a standard configuration. More so, the project will support detailed design/engineering preparation of sub-projects with about 700 km length (primarily SHs and MDRs) – the corridors will be known only after the feasibility/prioritization study has been completed from a network of 7000 km. Sub-project/s under this category may require forest land diversion or impact some forest areas/communities. Keeping this fact in mind, OP 4.36 has triggered for this project and for all such sub-projects where forest issues are identified, the engineering/safeguard preparation will be carried out in accordance to the requirements of the said policy.
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	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 will have to be managed by incorporating appropriate provisions in the bidding/contract documents (through environment, health and safety requirements).
Indigenous Peoples OP/BP 4.10	Yes	The requirement for triggering this policy sets-in due to Component A, which provides for Rural Connectivity Improvement, including in districts/

		areas having a sizable tribal population. To address any likely adverse impact and enhance benefit to this population, the project will adopt the Vulnerability Framework prepared for the Bank-funded PMGSY – Rural Roads Project (currently under implementation in Rajasthan).
Involuntary Resettlement OP/BP 4.12	Yes	The roads proposed for construction under Component A are mostly existing earth/gravel roads, built under Government of India's MGNREGA program – which comprises a substantial quantum of works to be financed under this project. The proposed width of such works would largely be restricted to the available Right of Way (land available with PWD as indicated in the Revenue Records). However, where available width is too small, additional land may be required for construction of the road, which shall be made available through voluntary land donation, a mechanism being followed under the on-going Bank funded PMGSY - RRP II Project, which is also currently under implementation in the state of Rajasthan. Though the potential adverse social impacts are minimal, to support integration of social aspects into the decision-making process and to improve the sustainability of investments made under the project by addressing issues listed above, OP/BP 4.12 is being triggered.
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.

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

<p>1. Describe any safeguard issues and impacts associated with the Restructured project. Identify and describe any potential large scale, significant and/or irreversible impacts:</p>
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<p>The project is expected to provide all season access to economic opportunities and social services</p>

to 1,300 small revenue villages. The inhabitants in the area of influence of the project roads, local businesses, as well as users of the project roads will be the direct beneficiaries of the project. Those businesses and people will have improved access to markets and services through improved connectivity. Road users will also benefit from a safe transport system developed through implementation of various road safety interventions proposed under the project. Modernization of the PWD is expected to improve road sector management and build capacity of its staff, which indirectly may benefit the road users in the state.

While socio-economic benefits are likely to accrue due to the rural road works and road safety improvement works proposed under the project, some adverse cumulative impacts on natural, physical and social environment are also likely to occur due to proposed activities/works. Environmental Issues. Project activities, if not properly planned, managed and mitigated, could have some local level adverse environmental impacts. The rural road works and road safety interventions on selected road corridors may create some adverse environmental impacts, particularly during the construction stage. While the adverse impacts are likely to be fairly limited in the local context, the exact nature and magnitude of impacts will vary in accordance to the exact location and type of engineering intervention.

Deficiencies in planning and design of sub-projects can lead to insufficient arrangements to conserve natural drainage pattern leading to impairment to or worsening of the local/regional drainage. On the whole, the typical likely impacts from the proposed operation include: i) felling of some limited number of roadside trees; (ii) adverse impacts on water resources, including from silt flow during execution of works; (iii) soil erosion; (iv) construction phase impacts, including those related to camp site operation, dust generation, and pollution from plants, machinery, and vehicles and improper disposal of debris/other construction wastes; (v) appropriate management of materials (such as aggregates, sand, water, earth); (vi) safety concerns during construction works and due to increased traffic speeds during operation for both road-users and road-side residents and; (vii) the potential for poorly planned or managed development induced by the improved roads.

Diversion of some forest land may also be required for widening/spot improvement in case of sub-projects involving safety interventions. This includes the plantation along avenue declared as 'protected forest' that may be affected due to cutting of trees for road expansion in selected stretches or at spots requiring geometric improvements.

Also, as part of Component B (Road Sector Modernization and Performance Enhancement), various sector level initiatives would be supported under the project. These include improving policy framework, strengthening of existing road sector policies and strategies, modernization of engineering practices and business procedures and creating asset management system to prepare prioritized plans for both construction and maintenance of state roads using rational criteria for investment decisions. While no civil works will be financed under the project on roads passing through designated protected areas, the larger institutional development plan for the road sector in Rajasthan would need to address the issues of biodiversity management in the interest of road user safety, environmental sustainability and tourism related reasons. Appropriate strategies and mechanisms will have to be built into the institutional systems to ensure that the over-all network planning/development and road selection/construction takes into account such factors.

Accordingly, the Bank's OP 4.01 on Environmental Assessment has been triggered, and the project is designated as Category B. The three other Operational Policies that have been triggered for the project include: Natural Habitats (OP/BP 4.04), Forests (OP/BP 4.36) and Physical Cultural Resources (OP/BP 4.11).

Social Impacts: The project will facilitate provision of better physical access to basic infrastructure facilities such as schools, health care and other government services. As the project includes

improvement of rural road connectivity, markets for agriculture produce are expected to develop further and access to inputs and sale of produce at competitive prices would improve the socio-economic conditions of communities adjacent to the road.

For developing rural roads under the project, construction is generally proposed along the existing tracks and restricted to the width as available with PWD in the Revenue Records, whereby land uptake is minimised. However, there could be instances where available width is too small warranting some additional land requirement for constructing the road. In such cases, the most common occurrence is the loss of small strips of agriculture land. Such additional land requirements would be mostly in isolated locations requiring geometric improvement. Thus, the potential adverse social impacts of the proposed project are likely to be low. The screening results indicate that the impacts are minimal and not significant in nature. As only marginal losses of structures or land is expected, the over-all the road side communities and road users are likely to benefit from the road works in terms of improved access, safety and drainage.

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

Road connectivity improvement interventions proposed under the project have the potential to increase economic growth. 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 non-existent/poor pavement conditions and insufficient road width. Due to the proposed project interventions, it is anticipated that some local drainage/water logging problems will be resolved.

The project interventions, particularly through the Rural Connectivity Improvement Component, will help in catalyzing the benefits of investments in PMGSY. The project seeks to improve connectivity to 1,300 villages (with about 2500 km of road length), which will increase their accessibility to educational institutions and health centers that in turn may contribute to a positive improvement in the social indices in the coming years. The strengthening of social capital from enhanced habitation connectivity, increased access to employment, markets for agriculture and other social services, and possible raise in land values are some of the long-term gains flows anticipated from the project.

Experience from the Rural Roads Project I (closed in 2012) has shown that improved rural roads have led to an increase in land value and has also reduced migration to urban centers. It is expected that the better connectivity and improved road surface quality will contribute either directly or indirectly to the over-all development in the project influence area. However, increased road use could also spur growth of commercial activities along the road. Potential long-term impacts may include changes in land use pattern (from agriculture to real estate or other non-farming purposes) and occupation of the people. This may also expose the road side communities, specifically vulnerable groups to adversities linked to inadequate levels of safety. The impact of road accidents and its impact on a household level is an associated impact resulting from the programme/project

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

All civil works to be financed under this project would follow existing alignments and would largely be confined to the available Right of Way. Since the operation does not involve construction of new roads or by-passes, alternative measures to manage adverse impacts focus on reducing the impact on road-side features. Alternatives were explored in cases where alignment adjustments were required to avoid and/or minimize impact on structures, water bodies, cultural/religious properties or other such features that are locally considered important.

For this, as part of the project preparation process, an environmental and social screening (on randomly selected potential sub-projects) was conducted. This screening allowed for identification of key environmental and social issues early-on. To address potential impacts on biodiversity and natural habitats, the project's environment screening mechanism was designed to identify and avoid impacts on critical/ecologically significant natural habitats. This has ensured that no such road traversing through a designated protected area is included in the project.

Further, engineering design for rural roads incorporates feedback from the consultations with concerned local community, project affected people, state departments (including officials from Forests and Wildlife and Public Works Department), Community Based Organizations and other key stakeholders. The factors to influence the design of road improvement works has included resettlement, tree cutting, loss of arable land vis-à-vis the traffic-carrying performance and safety of the roads, and impact on cultural properties.

Likewise, in the feasibility and detailed preparatory studies for about 700 km of state highway corridors that will be financed under this operation, a similar approach (screening, consultations, analysis of alternatives and joint verification exercises including that for by-pass or re-alignments, if any) will be used. During the engineering design process and as part of the environment and social assessment study, cross-sectional, structural and geometric design alternatives will be considered.

As part of activities under Component B, the project would support the PWD in improving project preparation and management practices, design and construction standards and adopt new technologies, specifically for promoting cost-effective road construction for low volume roads – some of these activities will also consider 'alternatives' from the view-point of reducing costs and for minimizing the over-all environmental footprint in comparison to conventional practices.

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.

Safeguard policy issues have been assessed by carrying out screening and applying OP 4.01, OP 4.04, OP 4.36, OP 4.11, OP 4.12 and OP 4.10, resulting in distinct instruments. The safeguard instruments thus prepared for the project include: (a) Environment Management Framework (EMF) for the over-all project covering both rural and non-rural works; (b) the Environmental Codes of Practice (ECoPs) specifically to guide the preparation and construction of rural connectivity works and; (c) the Social Management Framework (SMF), including the Vulnerability Framework (VF) for rural roads and Resettlement Policy Framework (RPF) for non-rural works. These have been integrated into the project in the form of various avoidance, minimization and enhancement measures. Specific details are given in the sections below:

Management of Environmental Issues and Risks

The project would support design and construction of roads covering: (a) about 2,500 km rural roads to provide connectivity to about 1,300 villages; (b) road safety interventions and; (c) preparatory studies for rehabilitation/ improvement of about 700 km priority sections of SHs/ MDRs. The rural road works mostly involve improving existing earth and gravel roads developed under Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) to thin bituminous surfaced standard by providing suitable sub-base and base layers underneath. The road safety works would mainly involve curve flattening, junction improvement, widening/ repair of narrow/weak bridges, provision of truck-bye and other measures, as appropriate. The sub-project preparation for pipeline projects involving Feasibility study, prioritization and DPR preparation, covering about 700 km of state highways/road corridors may involve widening to two-lane standards and improvements within and outside the existing right-of-way, including road safety engineering measures to remove safety hazards.

The environment management process and tools for the project have been designed keeping in

mind this varied scope of work. Accordingly, to effectively plan, design and integrate environmental dimensions into the over-all project preparation and implementation, an Environment Management Framework (EMF) has been prepared. As the 2500 km of the proposed works are dispersed over a large geographic area consisting of several small works (typically with a length of 2 to 5 km), a framework approach clearly specifying the selection, planning, design, construction and monitoring requirements is more effective as a management tool.

The EMF has been prepared to guide the over-all sub-project preparation and implementation process and covers aspects such as screening methodology (including on biodiversity/wildlife issues); process and structure for preparing EIAs and corridor specific EMPs; institutional arrangements; supervision, monitoring and reporting requirements to facilitate compliance with the requirements specified in the World Bank Operational Policies and those required under Govt. of India and State Government regulations. The framework will help in addressing environmental issues and risks in a structured and systematic manner. The EMF has two specific sections. One that will apply to the Rural Connectivity Component (adapted from RRP I and PMGSY – Rural Roads Project) and the second that would guide the preparation of Feasibility, DPR and environment safeguard studies for the selected 700 km of State Highway/Major District road corridors. The latter will also guide the preparation and execution of road safety works/interventions on selected road corridors.

The EMF has been informed by: (a) the results of an environment screening exercise that was conducted on selected roads proposed to be covered under the project; (b) experiences from the Bank-funded road projects in the state, particularly the completed Rural Roads Project I and the on-going PMGSY – Rural Roads Project; and (c) experiences from similar state road projects implemented/being implemented elsewhere in the country.

The environment management strategy/tools for the project further involves: (i) a screening exercise to identify key issues including those related to forests/biodiversity/wildlife and consider those in the selection and design of sub-projects; (ii) revision/modification of the Environmental Codes of Practice (ECoPs) currently in-use for Bank-funded PMGSY - Rural Roads Project in the state for application to the rural road works and; (iii) preparation of Environmental Impact Assessment (EIAs) along with preparation of corridor-specific Environment Management Plans (EMPs) for state highways that would be prepared under Component B of the project (civil works will not be funded under this project but may become a part of a follow-on project).

The nature and scale of civil works proposed under the Rural Connectivity Improvement component of this project are essentially the same as that being executed under the on-going PMGSY – Rural Roads project. Therefore, the environment safeguard instruments currently in-use in Rajasthan after necessary modifications (such as inclusion of GoI/GoR's regulatory requirements for non-rural works proposed under the project) have been used for this project as well. Following the application of the already developed and disclosed instruments for the PMGSY – Rural Roads project, bids for civil works worth US\$ 53 million have been already been awarded and bids worth US\$75 million are expected to be awarded by the end of September 2013. Prior to bid invitation for such works, in line with the safeguard requirements and using tools (formats) agreed for the PMGSY project, a screening has been/is being conducted to help the decision-making process about inclusion of the proposed road under RRSMP. Further, the outputs following the processes such as transect walk for identifying key features/issues and consultation with local community, are to be appended as part of the Detailed Project Report (DPR) prepared for each sub-project. An audit will confirm the application and implementation of agreed systems and procedures prior to the disbursement of expenditure for such works.

For effective implementation of the rural road works, the requirements set forth in the EMF and more specifically the ECoPs will be appropriately integrated and cross-referenced in the Detailed Project Reports, contract conditions and Bills of Quantities.

However, the nature and scale of civil works envisaged for the State Highway sub-component (covering preparation of Feasibility, DPR and Safeguard Studies for 700 km of State Highways) is much larger than the scope of civil works under the rural road component. Thereby, corridor-specific EIAs and EMPs will be used as instruments for dealing with environmental issues of roads that will be prepared as part of this operation.

Biodiversity protection and management also forms the core of the over-all environment management approach in the project. Following this approach, it has been ensured that no road traversing through a designated protected area is included in the project. The project will support development of appropriate mechanisms as part of asset management and road prioritization activities to deal with biodiversity/ wildlife issues in the larger context of the road sector development in the state. Further, with huge quantities of quarry wastes that could be used in road construction, the project will explore the opportunities for piloting new technologies/materials for cost-effective road construction.

Monitoring and Evaluation: The environment management instruments provide monitoring and evaluation parameters and describe the institutional arrangements to facilitate the 'process' and 'progress' monitoring. The application and implementation of environment management instruments, EMF (already prepared) and corridor specific EMPs (when these will be prepared during the course of the project) will be closely monitored. A comprehensive assessment report on environmental performance will be prepared by the Project Authority at mid-term and end-term.

Management of Social Issues and Risks.

To improve the over-all social safeguard management for RRCP and ensure compliance with OP 4.12 and OP 4.10 for Rural Connectivity Works (Component A), exclusive operational document – the Social Management Framework (SMF) that includes the Vulnerability Framework (VF) - has been adopted with suitable modifications from the PMGSY – Rural Roads Project. This framework is in operation in Rajasthan for the on-going PMGSY – Rural Roads Project. The SMF provides for information sharing, stakeholder participation in design, implementation and monitoring, grievance redress, technical capacity development, and entitlement remedies for Project Affected Persons (PAPs). It also clarifies the gaps in land donation processes and provides guidelines for all land transfers, to help mitigate adverse impacts of the project on the PAPs. The VF that is included in the SMF ensures that the development process generated by the Project fully addresses the needs of the vulnerable population and enables measures to promote distributional equity among the project affected persons (PAPs) in a culturally sensitive manner.

To guide the preparation of Feasibility, DPR and social safeguard studies for the selected 700 km of State Highways/ Major District road corridors and preparation and execution of road safety works/interventions on selected road corridors, the PWD has prepared a different social safeguards instrument, viz, Resettlement Policy and Framework (RPF) in accordance with the Bank's OP 4.12 and OP 4.10. RPF provides the provisions to support squatters and vulnerable encroachers and also assistance to the titleholders over and above the compensation amounts to be paid as per LA Act in case they are affected due to the project.

If land is to be acquired for road safety interventions, the same will be acquired through the District Administration following the provisions of the Land Acquisition Act, 1894. Over and above these internal arrangements, the PWD will hire NGO services, as required, to assist in the implementation of RAP/s, if any.

Consultation and Grievance redress. Grievance redress will be achieved through informal and formal mechanisms. Community concerns will generally be addressed during the project preparation stage through information dissemination, the transect walk and community consultations. A formal 3-tier Grievance Redress Mechanism will operate at the Panchayat, District levels and at judicial level through the courts of law.

Assessment of Borrower Capacity for Environment and Social Management and Implementation

Arrangements

Borrower Capacity: The project will be implemented by PWD, using its existing structures to the extent possible through support from other departments within Government of Rajasthan, including transport, police, health, revenue, forest, and district collectors and local offices. An adequately staffed Chief Engineer (CE) (PMGSY) office has been functional in the state to implement various Bank funded projects, including the Rural Roads Project I and the on-going PMGSY project. The Chief Engineer's office will be responsible for implementing the project under the overall guidance of the Principal Secretary, PWD and a High Level Project Steering Committee. The Chief Engineer's office has designated units for engineering designs, procurement, contract management, environment and social management, financial management, computerization, institutional development, governance and accountability, and road safety. To implement the safeguard management plans, institutional capacity is being developed through creation of an Environment and Social Management Cell within the PWD (as part of the Chief Engineer's office). The cell would: (a) adequately maintain the personnel and resources required to supervise, monitor and implement the safeguard instruments such as EMF, ECoPs, SMF, VF and RPF; (b) acquire land in a timely fashion, if identified for a specific sub-project during DPR preparation; (c) obtain and comply with the provisions of regulatory clearances, if and as applicable and any other necessary government clearances/permissions such as from Irrigation, Ground Water and State Pollution Control Board; (d) ensure the satisfactory implementation of the environmental and social protection measures stipulated in the safeguard documents/instruments; (e) furnish to the Bank quarterly environmental supervision and monitoring reports and; (f) commission external consultants to evaluate the implementation of safeguard instruments. The Public Works Department in Rajasthan is already familiar with Bank's safeguard requirements through implementation of Rural Roads Project (RRP I) and the on-going PMGSY - Rural Roads Project. Even though there has been some staff turn-over, over-all there has been an exposure on the application of safeguard instruments during sub-project preparation and their subsequent implementation during project execution. The same institutional set-up, headed by Chief Engineer at the state headquarter and with Project Implementation Units (PIUs) at field level, will be involved in the preparation and implementation of this project. However, there are some capacity issues on dealing with safeguard issues for larger sub-projects (such as preparatory studies for State Highway Improvement sub-component), where specific environment and social assessments are required and corridor-specific plans have to be prepared and implemented in a systematic and time-bound manner. More so, given that there are some environmental issues that are important and relevant in the state and sector context (such as water availability issues; mining of materials for road construction; road safety; need for exploring alternative/low cost material and technological solutions; presence/crossing of wildlife and the resultant accidents etc.), the PWD as part of its modernization and improvement plans would need to broaden its current thinking and approach (on environment and social management issues) to more holistic and sustainable solutions. This would require setting-up of a dedicated unit/cell (long term basis, not just for the project) as part of the over-all institutional operations and its proper use and integration in day-to-day working of the department. Strengthening staff capacity by deputing dedicated officials and providing them adequate orientation/exposure/training is necessary. The staff in the field divisions would also need orientation and sensitization as there is a strong linkage between engineering, environment and social dimensions of road planning, execution and operation.

Implementation Arrangements for Environmental Management: Specifically for environment management, the staffing arrangements in the project would be as follows:

A. At the headquarters, an Environment Management Cell will be created to handle all matters pertaining to environmental management in road projects, including all activities related to project

planning and preparation, supervision, monitoring, evaluation, reporting, documentation, training and over-all co-ordination with concerned agencies on environment management. The staffing of this cell will be as follows:

(i) A Nodal Environment Officer (Executive Engineer/Assistant Engineer level) who will deal with matters pertaining to integration of environmental aspects into project design/contract documents; preparation/integrating environmental aspects in the ToRs for various studies; integrating environmental aspects in the modernization plan and other institutional studies; co-ordination with various departments/agencies of Govt. of Rajasthan and other units involved in project implementation and will be responsible for over-all monitoring and supervision of environmental activities in the project. The Nodal EO will deal with matters pertaining to regulatory clearances; planning, preparation and execution of plantation works including compensatory afforestation and; co-ordination with Department of Forests and Wildlife Wing, as and when needed. The Nodal EO will also deal with matters pertaining to supervision and monitoring of environmental aspects related to construction management during project implementation and assist the Chief Engineer in supervision, reporting documentation and data management.

(ii) An independent expert hired from the market to guide, support and assist the activities of the environmental cell of the PWD.

(iii) Data and Documentation Assistant: The EMC officials will be supported by a Data and Documentation Assistant.

B. At the division level, an Assistant Engineer from the PWD division will be designated as the Environment Officer, whose main responsibilities will include regular supervision, monitoring and co-ordination of environmental aspects related to pre-construction, construction and operation stages of the project. The Environmental Officer shall also be responsible for data collation and selected verification at the field level.

Capacity Building for Environmental Management. The project may result in improving PWD's exposure and over-all capacity in managing environment issues. A training plan has been prepared incorporating the project needs as well as the short and longer term capacity building needs of the PWD. The plan consists of a number of training modules specific to various target groups. The training will cover basic principles and methods of environmental assessment; mitigation plan/s; implementation techniques; monitoring and reporting requirements; regulatory requirements and; other relevant environmental management methods and tools.

Implementation Arrangements for Social Safeguards: The existing patchy implementation capacity can affect social outcomes despite adequate safeguard provisions. This dearth in capacity will be addressed through training and sharing of social lessons from roads programs. The Environmental and Social Cell at PWD, Jaipur will coordinate the over-all implementation and monitoring of the social safeguard instruments. In the field, the respective Divisional Offices will designate an Assistant Engineer who would be responsible for the social management process. The ESC will be assisted by social specialist hired from the market. In addition, specific measures would be put in place to support social goals: (i) introducing social standards for DPR acceptability; and (ii) providing an effective, and predictable grievance redress system. Continuous monitoring by the designated Social Officer with support from Social Specialist hired from market, complimented by Performance Audits and periodic reviews, will help identify the implementation lags as they emerge, with appropriated modifications made.

All the Detailed Project Reports (DPRs) prepared by the field offices will have to be certified by the Social Specialist for their compliance with the provisions of SMF. Sample reviews of contracts under the project will be undertaken to monitor performance on application of agreed safeguards procedures. The outcomes of the social safeguard processes will be monitored by the designated Social Specialist at headquarter level and through observation and review of progress and audit

reports. The monitoring reports from these actions will be submitted to the Bank periodically and communicated to the Gram Panchayats, as required. An audit will be undertaken to assess for the compliance with the provisions of the SMF.

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 community residing along/close to the road, including farmers; (ii) road-side shop owners/vendors /businessmen; (iii) road users; (iv) project affected persons; and (v) trusts/committees of the religious properties and local market associations. The secondary stakeholders include local bodies like panchayats and municipalities, officials from Public Works, Land Administration, Forest and Wildlife, Agriculture, Horticulture, Tribal Welfare, Irrigation, Utility Departments and representatives from the Community Based Organizations (CBOs) and Non-Governmental Organizations (NGOs).

Consultations: Stakeholder consultation mechanisms are central to the design and implementation of sub-projects and provide for information sharing, consultation and collaboration measures. It provides procedures for dissemination of information and consultation with communities and the affected people in particular through various stages of the sub-project cycle. While design stage involvement requires stakeholder participation in planning road alignment and providing for local level interventions (such as those related to cultural/religious properties, provision of cattle ramps and drainage), implementation phase requirements encourage community feedback for a more participatory monitoring.

A consultation framework has been laid out in the Environment Management Framework (including ECoPs) and Social Management Framework (including Resettlement Policy Framework and Vulnerability Framework) to ensure proper stakeholders consultation at all key stages of sub-project preparation and implementation. The framework provides for encouraging participation of women and representatives from the local community in districts under Schedule V (tribal) in the consultation process.

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, benefits and entitlements is promoted and; (iv) views and design solutions from the communities are solicited.

Over-all, the consultation strategy/process is designed to enhance positive and manage negative impacts from the project. Findings from these consultations will be considered in deciding on the selection of preferred alignment/s, drainage facilities and other design interventions. Follow-up consultations will also be conducted, as needed through pre-construction and construction stages of the project. Outputs from this process have been/will be integrated into the engineering design to the extent possible. 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 and at the state level. A framework for GRM is presented in the RPF.

In accordance with applicable Bank policies, public consultations at local (along the project roads) are being carried out. For the rural roads connectivity component (Component A), the process, including transect walk and village meetings as part of the DPR preparation, as agreed for the on-going Bank funded PMGSY – Rural Roads project are being/will be followed. The Environment Management Framework (including the ECoPs) and the Social Management Framework (including the RPF and Vulnerability Framework) of the present project, is in fact a modified/ revised version, which is currently in-use for the on-going Bank funded PMGSY - Rural Roads Project in Rajasthan among other six participating states. Feedback and inputs have been obtained

from a range of stakeholders both through formal and informal means on various occasions and levels since the effectiveness of the first RRP I in 2005 and the on-going PMGSY - Rural Roads Project.

For the component on preparatory studies for state highway/MDRs, consultations on environmental and social issues and design propositions, with both primary and secondary stakeholders would be conducted as part of the EA/SA process. Key stakeholders such as project affected persons, opinion makers, experts, elected representatives and different department personnel would be consulted both through individual discussions, village meetings and block level meetings.

The public consultation process so far has indicated that the people strongly support the proposed project interventions. Some concerns have also been highlighted by the people and these pertain to drainage; accidents and road safety; compensation and resettlement issues; disturbances to religious property and water sources. These have been/are being addressed during design preparation, to the extent possible.

Disclosure: All PMGSY related safeguard documents are in public domain since September 2010. The same instruments have been revised/modified for this project. The revised EMF, ECoPs and SMF (including VF& RPF) have been disclosed in the PWD's website and hard copies for reference are available at the PMU level. The documents revised/modified for RRCP have been also disclosed in the Bank's Infoshop.

The executive summary of the safeguard 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 the project offices (sub-project level) for reference of interested individuals/groups. Safeguard documents for sub-project roads (for about 700 kms of roads), whose preparation will be supported under the project will also be made available on the Project Authority's website.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	20-Aug-2013
Date of submission to InfoShop	03-Sep-2013
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
India	05-Sep-2013
<i>Comments:</i>	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	20-Aug-2013
Date of submission to InfoShop	03-Sep-2013
"In country" Disclosure	
India	05-Sep-2013
<i>Comments:</i>	
Indigenous Peoples Development Plan/Framework	
Date of receipt by the Bank	20-Aug-2013
Date of submission to InfoShop	03-Sep-2013

"In country" Disclosure	
India	05-Sep-2013
<i>Comments:</i> Vulnerability Framework prepared for the on-going Bank funded PMGSY – Rural Roads Project will be used for the proposed project – the document is already in public domain.	
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 - Done - Covered under EMF.	
Not Applicable	

C. Compliance Monitoring Indicators at the Corporate Level

OP/BP/GP 4.01 - Environment Assessment	
Does the project require a stand-alone EA (including EMP) report?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If yes, then did the Regional Environment Unit or Sector Manager (SM) review and approve the EA report?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.04 - Natural Habitats	
Would the project result in any significant conversion or degradation of critical natural habitats?	Yes [<input type="checkbox"/>] No [<input checked="" type="checkbox"/>] NA [<input type="checkbox"/>]
If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] NA [<input checked="" type="checkbox"/>]
OP/BP 4.11 - Physical Cultural Resources	
Does the EA include adequate measures related to cultural property?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.10 - Indigenous Peoples	
Has a separate Indigenous Peoples Plan/Planning Framework (as appropriate) been prepared in consultation with affected Indigenous Peoples?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
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"/>]
If the whole project is designed to benefit IP, has the design been reviewed and approved by the Regional Social Development Unit or Sector Manager?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] NA [<input checked="" type="checkbox"/>]
OP/BP 4.12 - Involuntary Resettlement	

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If yes, then did the Regional unit responsible for safeguards or Sector Manager review the plan?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.36 - Forests	
Has the sector-wide analysis of policy and institutional issues and constraints been carried out?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] NA [<input checked="" type="checkbox"/>]
Does the project design include satisfactory measures to overcome these constraints?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] NA [<input checked="" type="checkbox"/>]
Does the project finance commercial harvesting, and if so, does it include provisions for certification system?	Yes [<input type="checkbox"/>] No [<input type="checkbox"/>] NA [<input checked="" 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:	Mesfin Wodajo Jijo	
Approved By		
Regional Safeguards Advisor:	Name: Zia Al Jalaly (RSA)	Date: 17-Sep-2013
Sector Manager:	Name: Karla Gonzalez Carvajal (SM)	Date: 17-Sep-2013