

**INTEGRATED SAFEGUARDS DATASHEET
APPRAISAL STAGE**

I. Basic Information

Date prepared/updated: 02/25/2010

Report No.: AC4523

1. Basic Project Data

Original Project ID: P075173	Original Project Name: Highways Management Project	
Country: Thailand	Project ID: P112918	
Project Name: Additional Financing - Highways Management Project		
Task Team Leader: Zhi Liu		
Estimated Appraisal Date: July 29, 2009	Estimated Board Date: March 18, 2010	
Managing Unit: EASTS	Lending Instrument: Specific Investment Loan	
Sector: Roads and highways (100%)		
Theme: Infrastructure services for private sector development (67%);Public expenditure, financial management and procurement (33%)		
IBRD Amount (US\$m.):	79.30	
IDA Amount (US\$m.):	0.00	
GEF Amount (US\$m.):	0.00	
PCF Amount (US\$m.):	0.00	
Other financing amounts by source:		
<u>Borrower</u>	79.10	
	79.10	
Environmental Category: B - Partial Assessment		
Simplified Processing	Simple <input type="checkbox"/>	Repeater <input checked="" type="checkbox"/>
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

2. Project Objectives

With Additional Financing, the Project Development Objective of the Highways Management Project (HMP) will remain unchanged, namely, to assist the Borrower in enhancing the efficiency, productive use, and management of the road network, through: (a) the commercialization of the road sector by introducing better business principles and increased private sector participation in the construction and maintenance of roads; (b) the strengthening of institutional capacity and modernization of the Department of Highways (DOH); (c) sustainable road maintenance programs to preserve road assets; and (d) the enhancement of road safety aimed to reduce traffic fatalities and injuries.

3. Project Description

The additional loan will finance the following activities:

Component 1: Widening of five selected sections (216 km in total) of national highway network from two to four lanes:

1(a) Civil works:

- (i) Route 201: Sikhiu - Ban Nongbuakhok, 60 km
- (ii) Route 24: Nang Rong - Prasat, 65 km
- (iii) Route 331: Junction Route No. 36 - Route No. 3, 28 km
- (iv) Route 4: Phang Nga - Krabi, Section 3, 27 km
- (v) Route 408: Ranot - Sathing Phra, 36 km

1(b) Supervision of the widening civil works

Component 2: Public-private partnership financing transaction advisory for the proposed Bang Pa-in to Nakhon Ratchasima Motorway

Component 3: Project management support consultancies, including an international independent procurement evaluator, financial audit and technical audit

4. Project Location and salient physical characteristics relevant to the safeguard analysis

The five national highway sections to be widened are located in the northeastern region (Routes 24 and 201), southern region (Routes 4 and 408) and Eastern Seaboard (Route 331), respectively. Since the widening will only be carried out within the established Right of Way (RoW), no significant acquisition of private assets and displacement of population, including any impacts on ethnic minorities and indigenous peoples in the northeastern region are foreseen. Only limited resettlement impacts would be involved, which include 21 temporary shops operating within the RoW, and 2.4 hectares of land areas being farmed within the RoW. The background of the project area and potential stakeholders are briefly given in the paragraphs below.

Thailand is a tropical country with a total land area of 514,000 sq km, a 3,220 km of coastline, and a total population of nearly 65 million. Seventy-five percent of the population are Thai, 14 percent Chinese, and 11 percent other nationalities. The country comprises 76 provinces and can be divided geographically into four regions, i.e. the Central, the North, the Northeast and the South. The central region including Bangkok Metropolitan Region and the Eastern Seaboard is characterized by a flood plain and coastal area where the major land uses include relatively large urban and industrial development, rice paddy fields, fisheries, and aquaculture. The northern region comprises a combination of flat land and mountainous areas and the major land uses are agriculture and forest. The northern region is also home for a number of ethnic minority groups. The northeastern region is considered the poorest region in the country. The area is characterized by a high plateau (Khorat Plateau) with flat land and rolling terrain inclining towards the Mekong River. The major land use is agriculture (low value crops mostly). The south region is located along a coastline and the major land uses are urban development, rice paddy, aquaculture, and tourism.

The widening of the five selected sections will contribute to the improved efficiency and safety of road transportation. During construction phase, some negative impacts on the

local environment and communities are inevitable, but most of these impacts would be temporary and could be reduced through adaptive engineering design, careful planning, good management practice, and close supervision of the contractors. The major environmental impacts of the project will include vegetation clearing, dust, noise, and traffic during construction and vehicular emissions and noise due to increased traffic flow. The impacts after completion of the construction would be mostly positive since the safety problems and traffic congestion due to capacity constraints would be alleviated. However, increasing traffic volume and speed may cause negative impacts to local communities, but the impacts should be mitigated through other Government policies and programs.

The DOH institutional capacity and awareness on social and environmental issues of road construction and operations have been increased continuously and this will contribute to reducing the negative impacts during the operation of the roads.

The local authorities and communities would be the key stakeholders for the project. The DOH has made socio-economic surveys along the sections selected for widening, and found that the project would not involve any indigenous people or cultural heritage sites.

5. Environmental and Social Safeguards Specialists

Mr Jitendra J. Shah (ECSS3)
 Ms Manida Unkulvasapaul (EASTS)
 Mr Zhefu Liu (EASCS)

6. Safeguard Policies Triggered	Yes	No
Environmental Assessment (OP/BP 4.01)	X	
Natural Habitats (OP/BP 4.04)		X
Forests (OP/BP 4.36)		X
Pest Management (OP 4.09)		X
Physical Cultural Resources (OP/BP 4.11)		X
Indigenous Peoples (OP/BP 4.10)		X
Involuntary Resettlement (OP/BP 4.12)	X	
Safety of Dams (OP/BP 4.37)		X
Projects on International Waterways (OP/BP 7.50)		X
Projects in Disputed Areas (OP/BP 7.60)		X

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:
 Environment: The environmental impacts associated with the project include vegetation clearing, dust and noise during construction, and vehicular emissions and noise due to increased traffic flow. During project preparation, it has been confirmed that the road alignments for the five highway widening subprojects are not in close proximity to

cultural properties, archeological sites and protected areas. The potential negative impacts of these subprojects can be mitigated through adaptive engineering design, and are not expected to be irreversible. The contractors will be required to carry out specific requirements for the mitigation of the potential negative impacts and these requirements will be included in the bidding documents.

Resettlement and Indigenous People: Since the proposed widening of selected road sections will only be carried out within the established Right of Ways (RoWs), no land acquisition and no significant demolition and displacement of population is required. Based on the social and environment impact surveys conducted by the DOH, two types of limited resettlement impacts are involved within the RoWs. The first impact is related to 21 temporary shops located within the RoWs, which are mainly used for commercial purpose such as selling grilled chicken and foods. The second impact is the temporary use of 2.4 hectares of land areas within RoWs by 3 households for planting paddy and sugarcane. To avoid the impact on people's income, the temporary shops will be relocated out of RoW to ensure that shop owner will not experience any stoppage in their operation. Since most of shops are built with wood structures, they can be relocated easily. The project will provide assistance to the relocation and rehabilitation, including ground leveling, moving and restoring. For those affected by using farmland within RoWs, certain mitigation measures will be provided. Civil works will not start before the current crop harvest. Assistance will be provided to help restore livelihoods.

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

The cumulative impacts caused by the application of OP4.01 and OD4.12 will be localized to the respective road alignments and communities in the immediate vicinity and are expected to be positive. Improved road conditions will provide smoother and quicker travel for motorists, and therefore will attract additional traffic. Higher vehicle use and intensity will increase air pollution, but levels are expected to be within the ambient standards of the government given the rural settings of the project locations.

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

Not applicable.

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. Experience with the on-going Thailand Highways Management Project suggests that most of the impacts are small in nature and can be mitigated through good engineering practices and close consultation and cooperation with the local authorities and communities. The DOH has developed a number of mitigation measures with regard to these impacts, which include preparation of a set of IEEs, EMPs and RMPs for all five sections of national highways based on careful environment and social surveys and consultations with local communities.

For the limited relocation of some temporary shops and temporary use of farmland within the existing RoWs, a Resettlement Mitigation Plan (RMP) was prepared based on detailed impact survey, social economic survey and consultation with affected people. According to the RMP, all the affected temporary structures will be relocated outside the RoWs, and affected households will be provided with assistance for relocation and rehabilitation. For affected temporary farmland, assistance will be provided to help restore livelihood. The resettlement implementation responsibilities belong to the project sponsor (i.e. the DOH) and local district governments. The existing Environment Unit of the DOH is responsible for coordinating overall resettlement planning and implementation activities.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people. Participation of and consultation with the beneficiary groups were carried out during the preparation of the project. The EMP requires DOH and contractors to provide adequate information to the local authorities and the local public throughout the construction phase.

In the process of identifying resettlement impacts, formulating mitigation measures, and preparing the resettlement mitigation plan, extensive consultation and community participation have been organized by the project sponsor in the project areas. More efforts will be made during the project implementation to encourage further participation by the affected people. To ensure that all mitigation measures will be carried out effectively, they will be delivered directly to the affected households. Following both national law and the World Bank policy, the content of RMP will be disclosed through distributing resettlement information booklet to the affected people, and making RMP available in the concerned districts. To effectively address any complains by affected people, a grievance procedure will be set up by the project and included in the RMP and information booklet.

B. Disclosure Requirements Date

Environmental Assessment/Audit/Management Plan/Other:

Was the document disclosed prior to appraisal?	Yes
Date of receipt by the Bank	03/24/2009
Date of "in-country" disclosure	07/03/2009
Date of submission to InfoShop	07/02/2009
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	

Resettlement Action Plan/Framework/Policy Process:

Was the document disclosed prior to appraisal?	Yes
Date of receipt by the Bank	05/28/2009
Date of "in-country" disclosure	07/03/2009
Date of submission to InfoShop	07/02/2009

Indigenous Peoples Plan/Planning Framework:

Was the document disclosed **prior to appraisal?**

Date of receipt by the Bank

Date of "in-country" disclosure

Date of submission to InfoShop

Pest Management Plan:

Was the document disclosed **prior to appraisal?**

Date of receipt by the Bank

Date of "in-country" disclosure

Date of submission to InfoShop

*** If the project triggers the Pest Management and/or Physical Cultural Resources, 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:

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

OP/BP/GP 4.01 - Environment Assessment

Does the project require a stand-alone EA (including EMP) report? Yes

If yes, then did the Regional Environment Unit or Sector Manager (SM) review and approve the EA report? Yes

Are the cost and the accountabilities for the EMP incorporated in the credit/loan? Yes

OP/BP 4.12 - Involuntary Resettlement

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 Sector Manager review the plan? Yes

The World Bank Policy on Disclosure of Information

Have relevant safeguard policies documents been sent to the World Bank's Infoshop? Yes

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

All Safeguard Policies

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 Yes

borrower and the same been adequately reflected in the project legal documents?

D. Approvals

<i>Signed and submitted by:</i>	<i>Name</i>	<i>Date</i>
Task Team Leader:	Mr Zhi Liu	08/04/2009
Environmental Specialist:	Ms Manida Unkulvasapaul	12/02/2009
Social Development Specialist	Mr Zhefu Liu	02/02/2010
Additional Environmental and/or Social Development Specialist(s):	Mr Jitendra J. Shah	12/02/2009
<i>Approved by:</i>		
Regional Safeguards Coordinator:	Mr John R. Butler	02/24/2010
Comments: Acting RSA		
Sector Manager:	Ms Jeeva A. Perumalpillai-Essex	02/21/2010
Comments: Obviously a lot of the work was done in the past. I approve. We need to make sure that Manida and Pam have the time to supervise the project. Jeeva		