

**INTEGRATED SAFEGUARDS DATA SHEET  
CONCEPT STAGE**

Report No.: AC5417

**Date ISDS Prepared/Updated: 09/27/2010**

**I. BASIC INFORMATION**

**A. Basic Project Data**

Country: Bolivia	Project ID: P122007
Project Name: National Roads and Airport Infrastructure Project	
Task Team Leader: Gylfi Palsson	
Estimated Appraisal Date: December 9, 2010	Estimated Board Date: February 24, 2011
Managing Unit: LCSTR	Lending Instrument: Specific Investment Loan
Sector: Roads and highways (95%);Aviation (5%)	
Theme: Rural services and infrastructure (100%)	
IBRD Amount (US\$m.):	0.00
IDA Amount (US\$m.):	80.60
GEF Amount (US\$m.):	0.00
PCF Amount (US\$m.):	0.00
Other financing amounts by source:	
<u>BORROWER/RECIPIENT</u>	<u>19.40</u>
	19.40

**B. Project Objectives [from section 2 of PCN]**

The Project Development Objectives are to (i) ensure the year-round transitivity of the San Buenaventura # Ixiamas corridor; and (ii) improve the regularity of incoming and outgoing air traffic serviced by Rurrenabaque airport.

**C. Project Description [from section 3 of PCN]**

The Project is comprised of 3 components, namely: (i) improvement of a 113.6 km segment of National Route F-16, linking San Buenaventura in the south with Ixiamas in the north; (ii) integral upgrading of the Rurrenabaque airport, including infrastructure and equipment; and (iii) Institutional and Capacity Support.

**Component 1. Improvement of San Buenaventura - Ixiamas Road Corridor**

This component will finance the supervision consultancy and works for improvement of the San Buenaventura # Ixiamas corridor, along National Route F-16. The corridor consists of two continuous sections connecting (from south to north) the cities of San Buenaventura and Tumupasa (52.84 km), and Tumupasa and Ixiamas (60.76 KM.). As this activity falls under the

comprehensive development of the region of Rurrenabaque, particular attention must be paid to the interaction between the construction of the corridor and its effect on the value of the local tourism sector and other sectors such as forestry and biodiversity conservation (see section on risks). The corridor presents special challenges due to its proximity to Madidi National Park, which must be satisfactorily addressed. The proposed intervention runs alongside to the park at a distance varying between 5 and 10 kilometers from its administrative border (and not abutting it).

## Component 2. Upgrading of the Rurrenabaque airport

This component will finance the supervision consultancy, goods and works for Rurrenabaque airport, which is located 2 kilometers northeast of Rurrenabaque's city center. The existing infrastructure consists of two intersecting runways, a passenger terminal, and an access road off the main road to Rurrenabaque. Due to runway surface conditions and low clouds, an estimated 30-35% of annual flights are cancelled. The component will finance:

- # Construction of a taxiway
- # Construction of an apron
- # Construction of a control tower
- # Construction of a new passenger terminal
- # Construction of a fence enclosing the entire airport
- # Procurement of rescue and firefighting equipment

## Component 3: Institutional and Capacity Support.

This component will strengthen the institutional capacity of AASANA and ABC, and of other relevant non-executing agencies as necessary, including the social and environmental aspects of the project both during preparation and execution.

The executing agencies for these activity will be national road agency, Administradora Boliviana de Carreteras (ABC), given its mandate of managing the primary road network, and AASANA.

### **D. Project location (if known)**

The San Buenaventura-Ixiamas corridor will link the cities of San Buenaventura in the South with Ixiamas in the North in the department of La Paz. The Rurrenabaque airport is located in the department of Beni.

### **E. Borrower's Institutional Capacity for Safeguard Policies [from PCN]**

While both ABC and AASANA have some capacity for managing environmental and social issues, the improvement of the San Buenaventura-Ixiamas road will be a very challenging project for ABC. Significant safeguards risks derive from the corridor's location alongside Madidi National Park. Madidi has an area of 18,958 square kilometers, and is part of one of the largest protected areas in the world, and one of the most biologically diverse regions. An important environmental risk is the potential for increased illegal logging (although its source has yet to be determined) and encroaching into the Madidi National Park. Social risks include some

resettlement and increased migration to the area because of the road improvement. ABC#s capacities for safeguard policies will have to be reinforced given the greater social and environmental risks involved in the San Buenaventura- Ixiamas road component.

Grievance mechanism: Due to the complex and sensitive operating environment in which this project will occur, the team will ensure that an effective and accessible grievance mechanism is established (or built upon) that can capture and manage grievances and public input throughout the project process, from preparation through execution.

**F. Environmental and Social Safeguards Specialists**

- Mr Raul Tolmos (LCSEN)
- Mr Jose Vicente Zevallos (LCSSO)
- Ms Ruth Llanos (LCSSO)

**II. SAFEGUARD POLICIES THAT MIGHT APPLY**

<b>Safeguard Policies Triggered</b>	<b>Yes</b>	<b>No</b>	<b>TBD</b>
<b>Environmental Assessment (OP/BP 4.01)</b>	<b>X</b>		
<p>The length of the San Buenaventura- Ixiamas corridor runs close to the Madidi National Park, increasing the risk of illegal logging, forest degradation and increased disruption of critical natural habitats.</p> <p>Given that an EIA report and its EMP have been already prepared, a separate Environmental Assessment (EA) and its Environmental Management Plan (EMP) will be prepared by AASANA for the airport component of the project. These EAs and EMPs are necessary and must be developed and disclosed prior to appraisal. The EAs and subsequent EMPs, will cover both impacts from construction and the potential operational impacts of the road and increased air traffic with particular attention on resource extraction in and around Madidi National Park, a critical natural habitat.</p> <p>These EAs and EMPs will be disclosed and the borrower will provide local stakeholders, particularly affected peoples, opportunities for consultation on the nature and scope of the EAs and EMPs as well as the advanced draft of the EAs. These consultations will include opportunity to comment on all safeguard instruments and will be designated as a continuous element of the project process and not a one-off event during project preparation.</p> <p>Due to the complex and sensitive operating environment in which this project will occur, the team will ensure that an effective and accessible grievance mechanism is established (or built upon) that can capture and manage grievances and public input throughout the project process, from preparation through execution.</p>			
<b>Natural Habitats (OP/BP 4.04)</b>	<b>X</b>		
<p>The team decided to trigger this policy given the location of the San Buenaventura-Ixiamas road adjacent to Madidi National Park. The improvement of the road infrastructure in close proximity to the National Park may increase the risks to the Park and its critical habitats. The EA and EMP will identify such potential risks and impacts to both Madidi National Park and natural habitats outside of the park in both official buffer zones and other areas, and will describe the</p>			

<b>Safeguard Policies Triggered</b>	<b>Yes</b>	<b>No</b>	<b>TBD</b>
mitigation and possible offset actions that will be implemented to avoid, minimize and manage these impacts. The EA will also evaluate the current institutional capacity of the Madidi National Park to manage and control such risks. In the absence of effective controls for project induced risks, the project will consider providing assistance to strengthening the overall management of the Madidi National Park.			
<b>Forests (OP/BP 4.36)</b>	<b>X</b>		
The team decided to trigger this policy given the potential change in the health and quality of forests that may result from project activities. Action to offset these potential impacts will be identified.			
<b>Pest Management (OP 4.09)</b>		<b>X</b>	
Since this policy is not triggered, the EMP will outline controls to ensure that any activities that propose to procure, store or handle pesticides are not supported by the project.			
<b>Physical Cultural Resources (OP/BP 4.11)</b>			<b>X</b>
During project preparation the team will determine if project activities will impact any known physical cultural resources and include this information in the EA. The EMP will then describe the actions that will be taken to minimize and manage these impacts			
<b>Indigenous Peoples (OP/BP 4.10)</b>	<b>X</b>		
The project area of influence serves as the traditional homeland of indigenous groups such as Tacana peoples, among others, all of whom are indigenous under the policy definition, and is close to TCOs (tierras comunales de origen, a type of indigenous reserve). There are also populations of Quechua and Aymara in-migrants from the Andes. An Indigenous Peoples Plan (IPP) based on an in-deph social assessment will be completed prior to appraisal. The IPP must confirm that plans to develop the proposed San Buenaventura-Ixiamas corridor enjoy the broad support of indigenous peoples (including those who are potentially adversely impacted) in the project area.			
<b>Involuntary Resettlement (OP/BP 4.12)</b>	<b>X</b>		
<p>The improvements planned in the San Buenaventura-Xiamas corridor will require right-of-way acquisition. A Resettlement Plan (Plan de Reasentamiento e Indemnizaciones a Poblaciones Afectadas -- PRIPA) was prepared to address the adverse impacts of right-of-way acquisition. The PRIPA (completed in April 2008) includes an evaluation of the impacts of right-of-way acquisition assuming a 100-meter wide right-of-way. The PRIPA also includes measures, based on Bolivian legislation, to prevent or minimize the adverse impacts of the project, including compensation for the loss of land, crops and trees, as well as the reconstruction of dwellings affected by the project. An addendum to the PRIPA will be prepared in order to (1) update the impact assessment, taking into account that the road only requires a 40-meter wide right-of-way and (2) revise the measures to compensate and assist displaced persons, taking into account the requirements of OP 4.12. The PRIPA and the Addendum to the PRIPA will be disclosed prior to project appraisal.</p> <p>Bank-financed activities to improve the Rurrenabaque airport (construction of a new passenger terminal, a control tower, a taxiway, an apron and a fence) will not involve land acquisition. However, the construction of the new runway, which is close to completion and is being financed with government funds, has required land acquisition. The Bank will conduct due diligence on the land acquisition process in order to determine if its outcomes are consistent with the objectives of OP 4.12. A Corrective Action Plan will be implemented to address</p>			

<b>Safeguard Policies Triggered</b>	<b>Yes</b>	<b>No</b>	<b>TBD</b>
deficiencies, if any.			
<b>Safety of Dams (OP/BP 4.37)</b>		<b>X</b>	
<b>Projects on International Waterways (OP/BP 7.50)</b>		<b>X</b>	
<b>Projects in Disputed Areas (OP/BP 7.60)</b>		<b>X</b>	

**Environmental Category:** B - Partial Assessment

### **III. SAFEGUARD PREPARATION PLAN**

- A. Target date for the Quality Enhancement Review (QER), at which time the PAD-stage ISDS would be prepared: 10/12/2010
- B. For simple projects that will not require a QER, the target date for preparing the PAD-stage ISDS: N/A
- C. Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing<sup>1</sup> should be specified in the PAD-stage ISDS.  
TBD

### **IV. APPROVALS**

<i>Signed and submitted by:</i>		
<b>Task Team Leader:</b>	<b>Mr Gylfi Palsson</b>	<b>09/13/2010</b>
<i>Approved by:</i>		
<b>Regional Safeguards Coordinator:</b>	<b>Mr Glenn S. Morgan</b>	<b>09/13/2010</b>
<b>Comments:</b>		
<b>Sector Manager:</b>	<b>Mr Aurelio Menendez</b>	<b>09/13/2010</b>
<b>Comments:</b>		

<sup>1</sup> Reminder: The Bank's Disclosure Policy requires that safeguard-related documents be disclosed before appraisal (i) at the InfoShop and (ii) in-country, at publicly accessible locations and in a form and language that are accessible to potentially affected persons.

