

Environmental and Social Data Sheet

Overview

Project Name: ROAD F-21 TRANCHE UYUNI - TUPIZA
 Project Number: 2012-0397
 Country: Bolivia
 Project Description: Upgrading of a 188.3 km tranche of the F-21 road, part of the South-Central corridor, which connects Bolivia with neighbouring countries

EIA required: YES

Project included in Carbon Footprint Exercise¹: NO

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project consists of the upgrading from gravel road to bituminous road of a 188 km long single carriageway section between Uyuni and Tupiza, in southern Bolivia. It is part of the fundamental road network of Bolivia and co-financed by CAF (Cooperación Andina de Fomento).

If located within the EU, the project would fall under Annex I of the EIA Directive 2011/92/EC and would therefore require a full EIA. An EIA has been performed, in line with Bolivian law and CAF Environmental Strategy, including public consultations. This EIA has been approved by the competent authority and the environmental authorisation "Declaratoria de Impacto Ambiental" (DIA) issued on the 22/09/2011. This authorisation will require a final confirmation before the start of the works.

The road will follow the existing alignment except for 32 km at Sulchi (Km 31+500) and 3 km at San Miguel (Km 170+440), thus limiting the environmental impact of the project.

The census survey has not identified any indigenous populations as part of the PAPs. All affected people have been identified in the Land Acquisition and Resettlement Plan (Programa de Reposición y Perdidas) and preliminary agreements have been signed between ABC and stakeholders in the context of the public consultations, as required by the national legislation. In total, a maximum of 185 households, 201 land plots and 105 agricultural land plots will be affected by the project.

The main negative residual risks of the project consist of increased noise and emissions, visual intrusion, land take and severance. The project is expected to have positive social impacts, considering the improved integration of the population living along the corridor. An environmental compensation and mitigation programme (Programa de Prevención y Mitigación) has been prepared by the Promoter and will be an integral part of the works and supervision contracts. An environmental management plan (Plan de Aplicación y Seguimiento Ambiental) has also been prepared by the Promoter, including monitoring indicators during implementation and operation of the project.

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Before first disbursement, the Promoter will be required to provide:

- Submission by the promoter of a final Land Acquisition and Resettlement Plan (LARP), satisfactory to the Bank;
- Submission by the promoter of a final environmental management plan, satisfactory to the Bank;
- Submission by the Promoter of the final environmental authorisation;
- Evidence, to the satisfaction of the Bank, that the amount necessary for the Land Acquisition and Resettlement Plan compensation has been deposited in a project designated bank account;
- Confirmation of the validity of the DIA by the competent authority;
- Declaration by the Competent Authority on the environmental impact of the project on sites of nature conservation importance (based on Form A/B templates).

Before each disbursement:

- Confirmation by an independent auditor (e.g. “fiscalización”) that the sub-sections of the alignment to be partly financed with the proceeds of the disbursement are fully available for construction (*Liberación del Derecho de Vía*).

Before last disbursement:

- Confirmation by an independent auditor (e.g. “fiscalización”) that 100% of the alignment of the project is available for construction (*Liberación del Derecho de Vía*).

Subject to the fulfilment of the above-mentioned conditions, the project is satisfactory from an environmental and social point of view.

Environmental and Social Assessment

Environmental Assessment

An EIA has been performed, in line with Bolivian law and CAF Environmental Strategy, the latter being in line with EIB environmental and social policy. This EIA has been approved by the competent authority and the environmental authorisation “Declaratoria de Impacto Ambiental” (DIA) issued on the 22/09/2011. This DIA is valid for 10 years but requires to be updated if the works are not started within 1 year of the authorisation issuance. This project will therefore be subject to the confirmation of the validity of the DIA by the competent authority.

The project follows the existing alignment on the majority of the route, and does not affect any protected area or species (the Reserva Eduardo Avaroa which is the closest protected area to the project, is not located in its zone of influence). Its negative impacts will therefore be limited. Slope stability and protection have been addressed by the EIA and adequate mitigation measures proposed.

NTS and EIS have been made available on the EIB website in line with the 30-day rule.

Road Safety

Road safety is a major issue in Bolivia. The Bank has been actively advising the promoter in this area and has submitted an application to obtain LAIF grants for safety auditing and implementation of the resulting safety measures. The promoter is using the project as a pilot to introduce best practice in the country.

Public Consultation and Stakeholder Engagement

A total of three public consultations carried out under the EIA process have taken place in Atocha, Tupiza and Uyuni (April 2009, November 2009 and March/April 2011). These have been widely publicised locally in order to ensure a large participation of the population.

From a social point of view, the main outcome of these public consultations consists of the construction of a 32 km variant in Sulchi.

Although there are no pending issues at this stage, some additional requests from the populations may arise during the project implementation, thus potentially causing some delays.

The review of current LARP, which has been prepared by an independent consulting company in the context of the technical and environmental studies, confirms that the main points that need to be covered have been satisfactorily addressed, as required by the Bank's 5 social Assessment Guidance Notes (SAGNs) regarding core social development issues:

- Involuntary resettlement
- Rights and interests of vulnerable groups
- Labour standards
- Occupational and community health and safety
- Consultation and participation.

A final version of the LARP, satisfactory to the Bank, will need to be produced prior to first disbursement.