

## Environmental and Social Data Sheet

### Overview

Project Name:	BOLIVIA EAST-WEST CORRIDOR
Project Number:	2015-0543
Country:	Bolivia
Project Description:	Doubling of the 2-lane single carriageway road between Confital and Bombeo (44.6 km). The project is a section of the Caracollo-Colomi road in the Cochabamba department some 250 km southeast of the country's capital La Paz.
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Environmental and Social Assessment

The project consists of the doubling of a 44.6 km long section of the existing 2-lane single carriageway road between villages Confital and Bombeo. The section is part of the East-West Corridor and is co-financed by CAF (Cooperación Andina de Fomento).

The project has been categorised Category 2 under Bolivian Environmental Law, requiring a specific analytical Environmental Impact Assessment (EIA) or Estudio de Evaluación de Impacto Ambiental. If located within the EU, the project would fall under Annex I of the EIA Directive and would require a full EIA.

The Bolivian Highway Administration (ABC) has undertaken an Environmental Impact Assessment (EIA), including public consultations, and accompanying management plans, Programa de Prevención y Mitigación (PPM), and an Plan de Aplicación y Seguimiento Ambiental (PASA). The EIA has been approved by the Ministry of Environment on the 4th December 2013 and an Declaratoria de Impacto Ambiental (DIA) has been issued, valid for 10 years, requiring an update if the works are not started within 1 year of the authorisation issuance. A final confirmation or update before the start of works will be required.

#### Environmental Assessment

- Environmental impacts during construction and operation include, among others soil erosion and sediment control; increased slope stability; vegetation loss; perturbation to wildlife; temporary modification of water bodies; fugitive dust and other emissions (e.g. from vehicle traffic); increased noise levels from heavy equipment and truck traffic; construction site waste generation and potential hazardous materials and minor oil spills. The residual impact after compensatory and mitigating measures is expected to be limited.
- A number of sensitive species have been identified as being potentially present in the project area of influence, classified as Near Threatened (NT) by the IUCN Red List and as vulnerable (VU), thus a higher level of criticality, by the Bolivian "Libro Rojo". The potential impacts to these species have been identified as minimal, with mitigation and ongoing adaptive management. This is in consideration that the project

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

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is a widening of an existing road, meaning that impacts to species habitats are largely pre-existing.

- Specifically for the EIB Project, the Andean condor - *Vultur Gryphus*'s habitat use is negatively affected by disturbance from roads – the expansion of the road will create a greater disturbance, but it is more likely that the species will avoid usage of this habitat because of the pre-existing road. The Pampas Cat - *Leopardus Colocolo* is considered tolerant of altered habitats, as long as sufficient habitat cover remains. The expansion of the road is therefore unlikely to alter this significantly. The tree lizard - *Liolaemus verigatus* could be more directly impacted, but an inspection of habitat along the road course demonstrates relatively low vegetation, and thus through adaptive management and visual inspections by specialists prior to de-vegetation potential significant impacts can be mitigated. ABC will provide a final ESMP (Environmental & Social Management Plan), satisfactory to the Bank, including these conditions.
- In addition altitude wetlands have been identified as sensitive areas along the transport corridor and potential impacts will be mitigated through avoidance and rehabilitation as necessary.

### **Climate**

- The project should contribute to a reduction of emissions resulting from reduced congestion, particularly during the first years of operations. It should also include project adaptation measures to cope with potential extreme weather conditions induced by CC phenomena (El Niño), in particular against flooding.

### **Social Assessment**

- Social impacts during construction and operation include, among others, involuntary economic and physical resettlement; perturbation to public from civil works and earth moving; generation of employment; potential in-migration; and beneficial impacts to local economy.
- Involuntary Resettlement - the new carriageway will mostly run parallel to the existing road, thereby minimising land acquisition and resettlement requirements. The ROW is established as 50m on each side of the project axis, with an area offset in urban areas of 5 meters on each side of the road. The promoter has prepared a Resettlement Action Plan (RAP) or a Plan de Reposición de Pérdidas (PRP) to manage involuntary resettlement which includes the identification of vulnerable groups and additional supportive measures. The PRP satisfies the promoter's RPF and CAF's requirements and is satisfactory to the Bank.
- The new carriageway passes through urban areas and it is recommended that additional technical design measures are implemented by ABC to ensure that any potential barrier effects to the ongoing functionality of these settlements are introduced – whilst ensuring community safety.
- The project impacts areas that have been identified with populations from the Quechua and Aymara indigenous groups, the largest of the indigenous communities in Bolivia. According to Bolivian legislation, communities can self-identify themselves as a rural communities or indigenous communities. ABC will be developing additional documentation to clearly outline the respective positions of the different communities and the support for the project of any impacted indigenous peoples.
- Labour Standards and Occupational and Community Health and Safety measures have been identified and proposed in the ESMP.

### **Public Consultation and Stakeholder Engagement**

- Bolivian legislation, Environment Act No. 1333, requires public participation of projects that require an EIA. ABC as part of the EIA process developed the Public Consultation and Social Participation process detailing the approach for Stakeholder Engagement on the project.
- The first public consultations on the project were held during 2011. The EIA work and results were explained. The collection of information on the properties affected on either side of the road was reported.
- During 2012/ 2013 a second public consultation was held in each of the populations throughout the project area; where further results of the EIA process were presented and requests made by the population referring to aspects such as access, steps from cattle and other concerns were analysed.
- Active stakeholder engagement is required throughout the duration of the project, and the development of a project Stakeholder Engagement Plan to document this process will be required.

### **Other Environmental and Social Aspects**

- Mitigating and compensatory measures have been included in an official Program of Prevention and Mitigation (PPM)
- An Environmental and Social Management Plan (ESMP) has been developed to implement appropriate mitigation measures identified in the EIA.

## **Conclusions and Recommendations**

Subject to the fulfilment of the below-mentioned conditions, the project is acceptable for EIB financing in E&S terms.

### First disbursement conditions

Submission by the promoter of:

- The confirmation of the validity of the DIA by the competent authority.
- The confirmation by the competent authority that there is no significant environmental impact of the project on any sites of nature conservation importance.
- The promoter will provide evidence that the project design is updated to incorporate technical measures to reduce potential urban barrier effects.
- The final RAP (Resettlement Action Plan) satisfactory to the Bank.
- The final ESMP (Environmental & Social Management Plan), satisfactory to the Bank, including the implementation of appropriate adaptive measures to ensure mitigation of potential impacts on sensitive species through adaptive management and visual inspections by specialists prior to de-vegetation.
- Documentation outlining the classification of impacted communities as rural communities or indigenous communities and the support for the project of any impacted indigenous peoples.
- Submission by the Promoter of a Stakeholder Engagement Plan, satisfactory to the Bank, outlining the ongoing consultation process with the Project Affected Peoples (PAPs).



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Before each disbursement

- Confirmation by an independent auditor (e.g. “fiscalización”) that the sub-sections of the project 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).

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