



# Appraisal Environmental and Social Review Summary

## Appraisal Stage

### **(ESRS Appraisal Stage)**

Date Prepared/Updated: 08/21/2019 | Report No: ESRSA00242



**BASIC INFORMATION**

**A. Basic Project Data**

Country	Region	Project ID	Parent Project ID (if any)
Peru	LATIN AMERICA AND CARIBBEAN	P170595	
Project Name	Lima Metropolitan BRT North Extension		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	8/19/2019	9/26/2019
Borrower(s)	Implementing Agency(ies)		
Ministerio de Economía y Finanzas	Metropolitan Municipality of Lima		

Proposed Development Objective(s)

The Project Development Objective (PDO) is to improve urban mobility and accessibility to jobs in the area of influence of the Metropolitan BRT North Extension.

Financing (in USD Million)	Amount
<b>Total Project Cost</b>	<b>123.00</b>

**B. Is the project being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?**

No

**C. Summary Description of Proposed Project [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]**

The proposed project is the continuation of Lima Transport Project (P035740) financed by the Bank and implemented from 2003 to 2010. The area of influence of the Project is comprised by four districts in the North Lima:

Independencia, Comas, Los Olivos and Carabayllo. This project will benefit: (a) 1,460,000 residents of four districts in North Lima; and (b) result in 150,653 trips per day in North Lima. Low-income users living in the area of influence of the Metropolitan BRT North Extension will be target beneficiaries. In addition, the project will boost economic activities (small and medium enterprises) around the proposed BRT extension which have been growing significantly in the last 10 years, aligned with the presence of more decentralized urban economies in the North Lima. The main



interventions of the proposed project will include: 10.2km segregated BRT lanes, 17 stations and 21 at level pedestrian crosses and 2 elevated pedestrian walkways. In addition, one terminal station (Chimpu Ocllo), bus depot expansion, 3 operational bus U-turn, waste water treatment plant upgrading and technified irrigation. Operations are all set by PPP contracts signed in 2008 and 2009.

The project will be implemented under two components financed by IBRD and the Metropolitan Municipality of Lima (MML):

1. BRT infrastructure and equipment.
2. Project management and environmental and social management

MML will be the Project Implementation Unit (PIU) and will manage the projects funds. MML will delegate the technical implementation activities (procurement, construction and supervision) of the project to EMAPE (Empresa Municipal Administradora de Peajes de Lima), which will be the Technical Implementation Unit (TIU).

#### D. Environmental and Social Overview

D.1. Project location(s) and salient characteristics relevant to the ES assessment [geographic, environmental, social]  
The BRT North Extension Project (the project) will be implemented along the Metropolitana Avenue corridor, covering a total of 10.2 km. It will primarily integrate two municipalities in the Northern part of Lima, Comas and Carabayllo, and a small sector of the municipality of Independencia. This extension is the continuation of the current BRT system, financed by the IBRD and the Inter-American Development Bank (IADB), executed between 2003 and 2011 (P035740 “first Metropolitan” project, from now on ). The current project also includes the upgrade (from 3 to 6 l/s) of the capacity of an existing Wastewater Treatment Plant (wastewater is supplied from existing domestic sewage pipelines), the expansion of the PTCO bus depot (2.2 ha) in an area currently used by the Metropolitan Municipality of Lima (MML) as a container and scrap storage area and for disposal of organic and non-organic wastes, and the relocation of public services such as water and sewage connections along the BRT corridor. The project may operate without additional fleet vehicles for the next three years, since there is room to improve the efficiency of bus operations through better bus programming and optimization of services and frequencies (refer to Section B.1. for additional details).

Regarding the environmental context, the project will be implemented along existing roadways: Metropolitana and Universitaria Avenues, both immersed in a densely populated setting characterized by commercial activities (including informal commercial activities invading the roadway), dense traffic, and accumulation of domestic waste. There are no natural habitats nor protected natural areas within the project’s direct area of influence which, according to the project’s category II Environmental and Social Impact Assessment (EIASd), is 200 meters from the axis of the road to each side. Thus, the project will not generate impacts on natural or natural critical habitats. Approximately 3,000 trees currently planted along the avenues and areas of intervention will need be removed and permanently relocated during pre-construction to the “Northern Municipal Educational Forest” in Ancon (a man-made recreational park established and managed by MML’s Parks Service (SERPAR)). New green areas (trees, shrubs and grass) will be installed by the contractor along the project corridor during construction. Also, the project area exhibits 4 main pollution legacies: (i) current noise and air quality levels already exceed the values permitted by the corresponding National Environmental Quality Standards; (ii) the area designated for the PTCO expansion currently serves as a domestic waste dump and site for scrap accumulation; (iii) multiple oil and hydrocarbon spills have been identified along the project area auxiliary roads due to the operation of car repair garages; and (iv) small informal dumps of



domestic waste are frequently deposited along the avenues of intervention. The EIAs identified an archeological site, “Collique Bajo 1”, 71 m away from the project’s footprint. This 1.6 ha “huaca” is located in the district of Comas.

In relation to the social context, the project will be implemented in busy avenues with high volumes of pedestrian, vehicular and small-business activity both formal and informal. Key concerns of first Metropolitan users have been related to citizen security and sexual harassment. In 2009, the Inspection Panel received a complaint concerning the first Metropolitan, conducted an investigation, and identified five key challenges: (i) the identification of impacts beyond the immediate area of construction and operation of the BRT; (ii) dissemination of information and consultation with the affected population; (iii) implementation of the traffic re-routing pattern included as part of the traffic study; (iv) speed of project supervision in relation to circumstances on the ground; and (v) cultural heritage analysis. Management conclusions also indicated that institutional capacity for environmental and social management was insufficiently developed at approval and that Bank’s efforts on institutional strengthening did not fully achieve their objectives. Since then, the Borrower, with the support of the Bank, has taken actions to address these points, and its lessons are being considered in the design of the project and its environmental and social risk management instruments, including: (i) strengthening the identification and mitigation of environmental and social impacts through the development of a supplemental assessment of environmental, social and economic impacts (ESIA-S), which contemplates a chance finds procedure; (ii) the preparation of a Stakeholder Engagement Plan (SEP); (iii) the strengthening of the traffic management plans for both construction and operation phases; (iv) supervision arrangements for project construction; among others.

#### D. 2. Borrower’s Institutional Capacity

The Project Implementation Unit (PIU) for this project is the Lima Toll Road Municipal Management Agency (EMAPE). Regarding EMAPE’s experience with WB projects, the institution was involved in the first Metropolitan project (P035740, 2003-2011) as the implementing unit of counterpart financed works, while Protransporte (Lima’s BRT Managing Public Authority) was the PIU. According to the Implementation Completion and Results Report of the first Metropolitan, the difficulty in supervising the project and the greater supervision effort demanded due to the interaction of two implementing units (EMAPE and Protransporte), was one of the main lessons learned. Also, based on the experience of other BRTs in Latin America, in this type of project, there is a usually an evident risk associated with the lack of institutional capacity and interinstitutional coordination to manage and mitigate associated environmental and social impacts.

In light of these risks and past experiences, and in order to adequately assess the Borrower’s capacity for implementing the project following the Bank’s Environmental and Social Framework (ESF), the Bank hired an independent consulting firm to conduct an Institutional Capacity Assessment of the project. Results of this assessment indicate that: (i) EMAPE does not have relevant experience managing infrastructure projects of similar magnitude; (ii) EMAPE’s role in previous infrastructure projects has been mainly as a contract administrator, sub-contracting the management of environmental and social aspects; (iii) the institution does not have experience implementing environmental and social management measures in accordance with the ESF; EMAPE will need specific strengthening measures to implement the provisions established in the Bank’s environmental and social standards relevant to the project. Specific proposed areas of improvement and institutional strengthening measures include, among others: (i) the creation of an environmental and social management area within the PIU, at the same hierarchical level of the rest of the PIU’s areas. This, considering that currently EMAPE does not have a specific unit to oversee the social and environmental aspects of project management; (ii) differentiated staffing requirements for both pre-construction and construction project phases of this management area, including environmental, social, and health and safety



specialists; (iii) the establishment of interinstitutional working groups for the discussion and implementation of specific activities that require inputs from multiple actors, including management of project green areas and relocation of street vendors; and (iv) the identification of the necessary inter-institutional agreements for adequate project implementation. These capacity strengthening measures, along with the interinstitutional coordination strategies needed, have been included in the project’s draft ESCP disclosed by the Borrower on August 19, 2019, as well as in the ESIA-S.

Other key institutions involved in the project, besides EMAPE include: MML, the Municipalities of Comas, Carabayllo, and Independencia, the newly created ATU (Lima–Callao Urban Transport Authority, institution that will integrate and absorb the currently fragmented BRT and Metro authorities) and Protransporte, SERPAR, Lima’s Potable Water and Sewerage Service (SEDAPAL), Metropolitan Solidarity System (SISOL), among others. To avoid a lack of coordination between the multiple agencies involved, and consequent ineffective decision-making: (a) the Project Operations Manual (POM) will include the requirement of setting up a Coordination Committee (CC) with technical staff from the MML, Protransporte, the ATU, EMAPE, SERPAR, and the 3 district municipalities. The roles of each of the mentioned agencies within the CC will be clearly determined and laid out in the POM, together with clear operational arrangements (including frequency of meetings); and (b) interinstitutional agreements between EMAPE and the mentioned involved agencies will be subscribed before specific determined milestones, as described in the Borrower’s draft ESCP. Furthermore, to ensure sufficient institutional capacity, a supervisory firm will be hired to control the quality of work and progress as well, which will include environmental, social, and health and safety specialists.

Once construction is finalized, the MML will transfer the operation of the project to Protransporte, which will be eventually absorbed by ATU. Even though ATU’s first Board of Directors has been appointed in June 2019, and the government of Peru has allocated sufficient resources to start ATU operations, transitioning from the current institutional arrangements and building capacity at ATU is expected to occur over the next years. The World Bank is currently supporting the strengthening of the ATU to assure project sustainability in the long term (with PPIAF support), in three key areas: (i) governance for transport integration; (ii) international standards for urban transport authorities; and (iii) stakeholder communication. ATU will participate in the CC of the project to insure the interphase with operations and integration. The corresponding roles, responsibilities and regulations will be detailed in the Project Operational Manual (POM).

Public Disclosure

## II. SUMMARY OF ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

### A. Environmental and Social Risk Classification (ESRC)

Substantial

#### Environmental Risk Rating

Substantial

Despite this project being brown field and deploying technology that is well known, the environmental risk classification is Substantial under the ESF. The classification responds to: (i) potential risks and impacts that expand across the project’s large geographic footprint and associated indirect area of influence along the corridors of intervention and their various intersections, in an intensely urbanized area; (ii) the existence of project-related activities with potential risks that are of high magnitude and relevance to stakeholders, such as the relocation of more than 3,000 trees (details included in the narrative of ESS6); and (iii) a lack of capacity of the Borrower to manage E&S risks and impacts in a manner consistent with the ESS1 (as detailed in previous section).



Main key anticipated potential environmental risks and impacts are related to:

- i. Relocation and maintenance of approximately 3,000 trees during pre-construction and the installation and maintenance (including watering) of new green areas along the project corridor during construction. The existing trees currently serve various purposes, most importantly: capturing pollution, providing shade, and providing an aesthetic asset as currently the area has a desert look;
- ii. Overall nuisances to the communities and health and safety issues due to noise and vibration, dust, traffic congestion, waste, and visual disturbances, as well as by the tree relocation activities;
- iii. Traffic deviations and detours during construction, leading to an increased risk of third-party accidents;
- iv. Inadequate management of existing pollution legacies, including: (a) current noise and air quality levels in the area of influence that already exceed the values permitted by the Peruvian Environmental Quality Standards; (b) existing dump and scrap storage in the proposed area for the expansion of the PTCO; among others.

These risks may be exacerbated by: (i) the complex institutional arrangements required for project implementation, including inter-institutional coordination involving multiple agencies; (ii) the PIU's current lack of experience to manage social and environmental risks and impacts in accordance with the Bank's ESF; together with (iii) a current lack of resources (human and financial) and overall environmental management structure (ESMPs, POM with clear roles and responsibilities, etc.) to do so successfully.

The project will be implemented along existing roadways, and thus no impacts are expected over natural or critical natural habitats.

The Borrower, with the support of a team of qualified environmental specialists, has prepared specific instruments aligned with ESF requirement and relevant EAS to address the mentioned risks and impacts, including a supplemental Environmental and Social Impact Assessment (ESIA-S), as detailed in section B.1. The draft ESIA-S has been publicly disclosed and made available on the Borrower's website on July 25th, 2019 and on the Bank's external web portal on July 27th 2019. An Institutional Capacity Assessment has also been prepared, by a specialized consultancy hired by the Bank, identifying specific strengthening measures to mitigate the mentioned potential risks as detailed in Section D.2. The Bank has been closely monitoring the development of these assessments to assure both quality of the analysis and on-time delivery, as well foster client capacity-building. Technical and economic requirements derived from these will be incorporated into the project documentation as necessary. Likewise, the agreed measures and actions, together with the timeframes for completion of such measures and actions, as needed, have been included in the draft ESCP disclosed by the Borrower on August 19, 2019.

### Social Risk Rating

Substantial

The social risk of this project is considered Substantial. Potential adverse social risks and impacts attributable to the project include: (i) risks associated with the relocation of approximately 504 informal street vendors located within the project's footprint; (ii) the acquisition of 8 lots of land used for residential and commercial purposes, which host 14 renters; (iii) the relocation of one small religious shrine to a nearby location; (iv) risk of potential temporary economic impacts and restrictions in access to residential, commercial and social infrastructure buildings during the construction stage of the project; (v) risk of protests from local groups regarding (a) the relocation of approximately 3,000 trees and (b) the use of a section of the Sinchi Roca Park for the construction of the currently existing bus depot



for the first Metropolitan, which will be expanded; and (vi) potential complaints from transport service providers (owners and workers) that could be affected by the modification of public transport routes currently available for them.

These risks may be exacerbated by a context of socioeconomic and traffic informality, a history of social protests related to the first Metropolitan BRT, and the risk of reproducing the current system of gender harassment and citizen insecurity for the users of the first Metropolitan during the project's operation stage. The social and environmental management instruments prepared by the Borrower address these risks, particularly the ESIA-S, the Resettlement Action Plan (RAP), and the Stakeholder Engagement Plan (SEP). There is also a risk associated with the lack of interinstitutional coordination needed to manage the social impacts generated and/or exacerbated by the project, for which the PIU will establish formal agreements.

While the ability of the PIU to manage the social and environmental risks and impacts of the project in accordance with the Bank's Environmental and Social Framework (ESF) is currently limited, the institutional strengthening measures recommended by the Institutional Capacity Assessment conducted by the Bank are expected to improve the Borrower's capacity, which includes the hiring of more social specialists, some of which were recently enrolled.

## **B. Environment and Social Standards (ESSs) that Apply to the Activities Being Considered**

### **B.1. General Assessment**

#### **ESS1 Assessment and Management of Environmental and Social Risks and Impacts**

##### ***Overview of the relevance of the Standard for the Project:***

This standard is relevant.

WBG's Environmental and Social Due Diligence for this project consisted of appraising technical, environmental, health, safety and social information submitted by the Borrower, including the following:

- A category II Environmental Impact Assessment (EIASd), developed in 2017 by an independent consultant on behalf of the Borrower, following the requirements of Peruvian national law, and approved by the Ministry of Transport and Communications (MTC) in 2018. This is a type of assessment required by national law for projects when there are expected adverse impacts that are moderate in nature and can be readily mitigated disclosed by the Borrower on July 25, 2019.
- A Technical Sustentatory Report (ITS) developed in 2018 by an independent consultant, and approved by the MTC in that same year. The ITS addresses an updated technical design alternative and relocation for the bus depot, and presents the updated corresponding environmental and social management measures for this project component, following the requirements of Peruvian national law disclosed by the Borrower on July 25, 2019.

The Bank, together with the Borrower, conducted a gap analysis of the EIASd and ITS as part of due diligence, and identified specific areas that needed to be addressed with the preparation of a supplemental study (ESIA-S) to supplement both the EIASd and ITS, to achieve consistency with ESS1 requirements. The developed ESIA-S includes the following elements in response to the identified gaps in both documents:

1. Supplemental Legal Framework Analysis identifying obligations of the country directly applicable to the project under relevant international treaties and agreements, and pertinent Environmental Health and Safety



Guidelines (EHSGs), including World Bank’s guidelines, and other relevant Good International Industry Practices (GIIP).

2. Supplemental Institutional Framework Assessment, identifying the different involved agencies and interinstitutional coordination requirements.
3. Analysis of alternatives for project-related activities and components, including: (i) upgrade of the wastewater treatment plant; (ii) relocation of the drainage canal (iii) technology used by BRT buses; (iv) bus depot location, design and management; (v) opportunities for developing energy efficiency strategies; (vi) location of crossings and pedestrian bridges; (vii) disposal methods for the dump in the bus depot proposed location; among others.
4. (i) Supplemental baseline and impact analysis of the following project-related activities and components: upgrade of the wastewater treatment plant, relocation of drainage canal, rehabilitation of auxiliary roads for detours, and replacement of traffic lights; and (ii) supplemental mitigation measures for the identified risks and impacts.
5. (i) Specific EMP for the management of the 4 pollution legacies identified (refer to the narrative of ESS4), and (ii) general measures for waste management and pollution prevention.
6. Specific ESMP for vegetation management during both pre-construction and construction phases in line with ESS6 requirements, that considers the updated technical design for tree removal activities: relocation of trees to the “Piedras Gordas” Forest, and the installation of new green areas along the project footprint. Related socialization and stakeholder engagement measures have also been planned by the Borrower as part of a thematic working group on the relocation of trees that is being set up, to be coordinated by the Municipality of Comas, as part of the stakeholder engagement measures of the project.
7. Cumulative impact assessment, establishing Valued Environmental and Social Components (VECs) for the Project and then considering the potential impacts of two projects: the Cable Metro-Bus System and the El Remanso Housing Complex. Other projects were discarded in the assessment as either: the footprint of their impacts could not overlap with the Project Impacts or it is not possible that their construction would be around the same time as the Project.
8. Enhanced Chance Find Procedure.
9. Security, Health and Safety MP for construction.
10. EMP for the sourcing and transportation of construction material from the proposed quarries.
11. Supplemental assessment of indirect social impacts and economic impacts on people’s livelihoods, including the identification of key socioeconomic impacts on local businesses and people’s livelihoods, including those that could arise from project enclosures during construction, analysis of the risk of gentrification and the movement of people in the city, and the preliminary identification of vulnerable groups across different areas.
12. Analysis of gender aspects of the project, including the regulatory framework, gap analysis, and a gender strategy with indicators.
13. In addition, the draft ESIA-S includes a specific note on Associated Facilities summarizing the results of an assessment conducted by the World Bank, to confirm if inefficiencies on bus operations can be reduced through better bus programming and optimization of services and frequencies, without the need of an additional bus fleet. The results of this assessment indicate that the additional fleet is not a project associated facility. This, considering that: a) The minimum fleet is operating at 100% since 2015; b) Between 2015 and 2018 the ridership has increased from 132 to 148 million of trips per year; c) The passenger-bus-day indicator is under 1,400; d) Both indicators show that the current capacity of buses can serve the demand, including the additional demand of the BRT extension (Naranjal – Chimpu Ocllo) financed by the Bank, that will increase 13.5%; and e) Under a scenario with project the



passenger-bus-day indicator will reach 1,589, which is under the level of service set in the contract. Between 2020 and 2022 no fleet renewal or additional buses are needed.

The draft ESIA-S has been disclosed through the Municipality of Lima's website on July 25th, 2019 and through the Bank's external web portal on July 27th 2019 and is currently being consulted to gather the feedback of stakeholders before appraisal is completed. Key measures of the draft ESIA-S have been included in the project's draft ESCP. Additional elements also being addressed by the Borrower, in response to the identified gaps, through supplemental assessments that will be integrated into the draft ESIA-S prior to Board Approval or the start of construction (as necessary and as highlighted in Section III), include:

14. Traffic Management Plan that provides recommendations in terms of road safety in line with ISO 390001. The contractor will be responsible for collecting the necessary field data to update the detour and traffic management plan, based on this assessment. It also includes specific traffic measures for the adequate re-routting of the public transportation companies (and private vehicles as well) that currently operate in the corridors of intervention.
15. Security, Health and Safety MP for operation.
16. Recommendations for the scrapping of old BRT buses during operation.

In addition to the draft ESIA-S and the ESCP, the Borrower also prepared draft versions of a RAP (explained in the ESS5 section), an LMP (explained in ESS2), and a SEP (explained in ESS10), which were disclosed prior to appraisal.

Finally, GHG reduction has been included as an economic benefit in the economic analysis of the project, as detailed in the narrative of ESS3.

### ESS10 Stakeholder Engagement and Information Disclosure

This standard is relevant.

The stakeholder engagement process was a key social management challenge associated with the first Metropolitan project (Lima Urban Transport Project P035740), which had protests and complaints from the local population, including a complaint to the World Bank's Inspection Panel (52071-PE, 2009). Regarding the consultations for the new BRT expansion, the Borrower conducted two public consultation events in May 2017, one on Av. Metropolitana and one in Av. Universitaria; two social evaluation workshops, in the districts of Carabayllo and Comas; and one specific consultation event with the affected population of the area where the land acquisition for the project is expected to happen. The two initial consultations were carried out in accordance with the provisions established in the regulations of the MTC R.D. N. 006-2004-MTC/16 (16/01/2004), which establish the need to conduct consultation and citizen participation activities in the environmental and social evaluation process on transport projects, and in accordance with the Supreme Decree N° 002-2009-MINAM (17.01.09) on transparency and access to public environmental information, participation, and citizen consultation on environmental matters. These consultations included local authorities, population interested in the project, people specifically affected by the project, such as the people whose land will be acquired for the project, leaders of neighbor associations of the area, NGOs, local environmental activists, among others. People whose land is planned to be acquired also participated in individual discussions in August 2017, where they had the opportunity to ask questions and receive additional information.



The main issues raised during the consultation process conducted in 2017 include: (i) potential increase in the levels of crime and violence; (ii) impacts on the informal vendors located near the station of Chimpu Ocllo; (iii) sexual harassment of women using the BRT system; (iv) compensation for economic impacts on the plots of land to be acquired; (v) potential restriction of access to public services during construction works; (vi) higher levels of vehicular and pedestrian traffic during operation; (vii) accessibility to the stations; (viii) reduction in green areas; (ix) potential increase of street vendors in areas near the stations, and potential flooding of the BRT stations as a result of rainfall; (x) traffic detours and changes in traffic patterns; (xi) potential conflicts with subcontractors; (xii) increment in the levels of dust and noise during construction; and (xiii) details on the construction and operation of the project.

Examples of actions to address the issues raised in the initial consultations are the preparation of a gender strategy for the project, as part of the draft ESIA-S, include measures to prevent sexual harassment during project construction and operation, the inclusion of a universal design criteria in the design of the stations and its surrounding areas, segmentation of the work fronts to limit construction impacts to specific segments at a time, clear procedures for labor relations with contractors, the subscription of a specific formal agreement planned between the MML and the National Police to support traffic management and provide citizen security, and interinstitutional agreements with the local municipalities to find solutions for the informal street vendors, among many others. The consultations to be carried out between August 9 and 16 provide additional information regarding the adequacy of these measures and the potential need to strengthen them in the project.

Given the significant project delays experienced since these consultation activities happened in 2017, the Borrower is conducting a new round of consultations during project preparation, which are expected to be completed in August 2019, before the end of the project's appraisal. The PIU and the MML prepared a draft Stakeholder Engagement Plan (SEP) consistent with ESS10, with the support of a specialized consulting firm, which was disclosed on August 15, 2019. In the context of the implementation of the SEP, the PIU conducted initial consultation activities with the local municipalities, representatives of the informal vendors, the shrine, and plans to carry out broader consultation events between August 9 to 11, 2019, and thematic workshops between August 12 to 16, 2019, with representatives of priority groups such as women's organizations, people with disabilities, labor groups, a virtual session with the youth, and two sessions with representatives of the tree and park conservation groups, where the Borrower further explored the impacts of the removal of trees on quality of life and aesthetics. The MML has also been receiving and answering inquiries about the project through its contact center (<http://aplicativos.munlima.gob.pe/ampliacion-metropolitano>), most of which are related to pedestrian bridges, traffic lights, accessibility for people with disabilities, citizen security in the stations, feeder routes, street closings during construction, benefits for people living near the stations, employment opportunities, strategy for the informal street vendors, and how green areas may be affected. The consultations of August 9-16 identified additional opportunities to address the concerns of the population.

The SEP includes criteria and provisions to engage the key project stakeholders in a targeted way during project preparation (July and August, 2019). Based on the experience and lessons learned from the first Metropolitan, special attention has been given to map the key stakeholders and to plan the specific engagement activities to be conducted with them, including the identification of vulnerable groups and the design of specific measures to promote their engagement. Priority groups identified are: (i) the informal street vendors to be relocated; (ii) the conservation groups concerned with the relocation of trees and the use of a section of the Sinchi Roca Park for the construction of the currently existing "Patio Norte" bus depot, as part of the first Metropolitan project, which will be expanded as part of the project to an area previously used as a dump; (iii) bus drivers whose routes will be relocated



once the expanded BRT system start providing transport services, the association of peoples with disabilities; (iv) people whose land will be acquired; (v) the users of the shrine; among others defined in nine working groups that were defined in coordination with the local municipalities and that are currently being set up. The SEP also includes the stakeholder engagement activities during project execution, resources needed, and the Grievance Mechanism (GRM), which will strengthen the current GRM mechanism of the MML available at its website:

<http://www.munlima.gob.pe/sistema-de-reclamos-y-sugerencias>. The stakeholder engagement activities during the project's execution stage will be based on the communication's plan of the project, included as an annex to the SEP, and will include consistent use of mass media, grievance mechanisms, traffic deviations, and additional activities carried out by the contractor regarding work fronts and construction timelines, among other operational aspects. For the consultations, the Borrower prepared summaries of the environmental and social instruments, a triptych Brochure and a video of the project, a brochure on the grievance mechanism, and a power point presentation.

Regarding public disclosure, the draft version of the social and environmental risk management instruments (ESIA-S, LMP, RAP, SEP, and ESCP) developed for the project were prepared in Spanish, a language that is understandable to the project stakeholders. The draft version of these instruments was disclosed prior to appraisal, is being consulted to gather the feedback of relevant stakeholders, and will be approved by the Bank before appraisal is completed. The revised version of these instruments will be completed prior to Loan Agreement effectiveness. The draft versions of the ESIA-S, LMP, RAP, SEP and ESCP have already been publicly disclosed and made available on the Borrower's website (<http://aplicativos.munlima.gob.pe//ampliacion-metropolitano/estudios>) and the Bank's external web portal (<http://projects.worldbank.org/P170595/?lang=en&tab=documents&subTab=projectDocuments>), and the remaining ones are expected to be disclosed before appraisal. In addition to online publication, links to the social and environmental instruments and summaries have been sent via letter to the participants in the consultation activities, and to representatives of the local governments, universities, professional associations, civil society organizations, and other stakeholders in the area of the project, which were invited to download the documents and submit comments preferably until August 16, 2019.

## B.2. Specific Risks and Impacts

**A brief description of the potential environmental and social risks and impacts relevant to the Project.**

### ESS2 Labor and Working Conditions

This standard is relevant.

Project workers include direct workers, contract workers, and primary supply workers. The number of direct workers is expected to be approximately 20 workers, which will be mostly civil servants and consultants hired by the PIU. The expected contract workers the construction stage will be approximately 850, which will be hired directly by the contractor. The PIU will also contract a firm to conduct the project's supervision, and the contractor is likely to subcontract other companies, all of which are expected to have primary suppliers. The Terms of Reference for the contractors, part of the bidding documents, will put in place similar contractual obligations for their subcontractors and primary suppliers, both in terms of compliance with labor laws and in terms of activities consistent with the Bank's ESF, including labor-related grievance mechanisms. The minimum age to for workers is 18 years old, and no form of forced labor will be allowed in the project. Since the project will take place in a large metropolitan area, most



labor will be supplied locally, and no major issues associated with labor influx are anticipated. Housing for workers is not considered. Community workers will not be hired or involved in project activities.

To understand the labor conditions in the country, the Bank hired an independent consulting firm to conduct a gap assessment of the national legal framework and the provisions of ESS2. The result of such assessment indicates that local labor laws are fully aligned with ESS 2, including provisions on child and forced labor, but recommended measures to clarify the supervision arrangements to monitor compliance with labor laws

Workers' rights in Peru are protected by government organizations, such as the Ministry of Labor and Employment Promotion, which promote employment opportunities in alignment with the national laws and which protect vulnerable groups in accordance with national laws. There is also a specialized labor compliance agency, the National Superintendence of Labor Inspection (SUNAFIL), which can start investigations on its own accord or act as a result of complaints submitted by affected workers. SUNAFIL has an effective grievance mechanism where workers can submit their complaints, which are then investigated. In January 2019, SUNAFIL investigated 197 cases of 153 companies involving 1540 affected workers, imposing fines when they identify labor violations. Workers can submit their complaints in person using predefined agency formats (<https://www.sunafil.gob.pe/denuncia-presencial-laboral.html>), or present them online as well (<http://aplicativosweb2.sunafil.gob.pe/si.denunciasVirtuales>). SUNAFIL also provides answers to labor-related questions for workers and people with inquiries, either virtually ([www.sunafil.gob.pe/component/rsform/form/20-consultas](http://www.sunafil.gob.pe/component/rsform/form/20-consultas)) or by calling them at their free phone line 0800 16 872.

In addition to the institutional elements already in place, to promote sound worker-management relationships, and enhance the development benefits of the project by treating workers fairly and providing safe and healthy working conditions in a manner consistent with ESS2, the Borrower prepared a draft Labor Management Procedures (LMP) document, which identifies the relevant laws that protect workers rights in the country, the means for workers to submit complaints on law labor violations, and ways to create more awareness on the provisions on labor laws to promote their compliance among project workers. The draft LMP also identifies the applicable regulatory framework (including the existing labor laws and regulations of the country, the international agreements related to labor, and ESS2), a description of the expected workers of the project, the types of contracts, hiring procedures, working conditions, health and safety, workers payments, collective bargaining, grievance mechanism for workers, termination procedures, monitoring and supervision, the labor section of the Terms of Reference for the contractor and the supervision of the project, labor procedures of the PIU, including its resolution to prevent sexual harassment, health and safety, and statute for workers affiliated to EMAPE's labor union, among others. The draft LMP was disclosed by the Borrower on August 5, 2019, prior to appraisal, and is being consulted to gather the feedback of relevant stakeholders before appraisal is completed, following the procedures described in the ESS10 section. Disclosure of the revised version of the LMP will be completed prior to Loan Agreement effectiveness.

### **ESS3 Resource Efficiency and Pollution Prevention and Management**

This standard is relevant.

Energy efficiency. The design of the BRT is already pre-existing and pre-approved by the corresponding entities and therefore this is not an infrastructure that the Bank can design with full energy considerations (although it is already following basic energy efficiency measures, including the use of LED lights). Nevertheless, as part of the Bank's due



diligence, issues that were not taken into account regarding energy efficiency have been identified and assessed as part of the alternatives analysis assessment included in the draft ESIA-S, to ensure these are either considered in case there is opportunity for re-design and/or incorporated as part of the Borrower's overall design procedures for future works. These issues include alternatives for the reduction of energy consumption in bus depot activities (bus wash with recycling systems, illumination at stations, etc.), and alternatives related to bus technologies (gas vs. electric vehicles).

Use of materials for construction. Materials will be sourced by direct purchase from the following quarries: La Gloria, Acuna and Yerba Buena. The Borrower will make sure that these are duly accredited and have the necessary permits in force. To ensure an adequate sourcing and transportation of construction materials, a specific ESMP for this has been prepared by the Borrower and included in the draft ESIA-S.

Management of Pollution Legacies. Current noise and air quality (in terms of particulate matter content) levels in the area of influence already exceed the values permitted by the corresponding National Quality Standards and by the WB Environmental, Health and Safety Guidelines. Likewise, the proposed area for the expansion of the bus depot currently serves as a dump, multiple oil and hydrocarbon spills have been identified along the auxiliary roads due to the operation of car maintenance garages, and small informal dumps of domestic waste are frequently deposited along the avenues of intervention. The Borrower has prepared a specific EMP as part of the draft ESIA-S for addressing the mentioned existing environmental liabilities, as well as an EMP with supplemental general waste management measures (including hazardous materials). Regarding specifically current levels of noise and air contamination, measures to make sure this situation is not exacerbated by the project include: dust control technologies, periodic technical inspections of construction vehicles, enforcement of a strict daily work period, among others.

Pollution prevention. Environmental management measures have been developed as part of the draft ESIA-S to: (i) ensure there is no soil, water, and/or air contamination from the construction and operation of project-related components, including the upgrading and operation of the wastewater treatment plant, relocation of the sewage canal during construction, rehabilitation of auxiliary roads for detours, and replacement of traffic lights; and (ii) there is adequate management of the 4 identified pollution legacies within the area of intervention, including specially the dump located in the area proposed for the expansion of the PTCO. Measures for the adequate handling and disposal of waste directly related to the construction of the BRT, including hazardous materials, are already included in the EIAsd and ITS, together with measures for managing spills and other contingencies. However, the draft ESIA-S also includes an EMP with additional supplemental general waste management measures.

(a) Regarding the wastewater treatment plant, it is currently fully operational, and under EMAPE's administration. It has a capacity of 3l/s, and is used to water current vegetation by gravity. As part of the project the plant will be upgraded and its capacity doubled to 6 l/s. This upgrading will allow irrigation of the 10.2 km of the corridor's future green areas through a mechanized irrigation system, thus optimizing irrigation of the project's landscape design component. EMAPE will need to sign an agreement with SEDAPAL (Servicio de Agua Potable y Alcantarillado de Lima) through which the provision of wastewater to the wastewater treatment plant is regulated. The plant's specific EMP included in the draft ESIA-S addresses, among others, the following: 1- Accurate estimation of required water for maintenance of green areas throughout the corridor's 10.2 km and water to be provided by the plant. 2- System for the adequate handling of secondary muds from operation (e.g. stabilization, dehydration, transport and controlled



final disposal). 3- Mitigation of corresponding environmental risks and impacts, including odors, contamination, etc. and 4- Monitoring system of water quality (wastewater effluent). Finally, the current plant's Operations Manual will have to be updated to reflect the upgrading and required mitigation and management measures, as stated in the draft ESCP.

(b) Regarding the expansion of the PTCO bus depot, the proposed area (2.2 ha) was originally a quarry, now filled with organic and inorganic waste. Due to these characteristics, a 7 m excavation will be necessary for the removal of the accumulated waste and materials. Besides, it is currently used by SISOL as a container and scrap storage site. A specific EMP has been developed by the Borrower as part of the ESIA-S detailing the following: 1 – during pre-construction, the inter-institutional agreement needed between EMAPE and SISOL for the adequate removal and disposal of the accumulated scrap on the area's surface (by SISOL); 2 – during construction, specific mitigation measures for the adequate handling and disposal of waste, including hazardous materials, by the contractor, including measures for mitigating dust emissions, and for the adequate transportation and disposal of removed materials, in accredited sites.

BRT bus scrapping. Before completion of the project, no buses will be scrapped. According to the results of the associated facilities assessment conducted by the WB (refer to Section B.1. for details), between 2020 and 2022 no fleet renewal or additional buses are needed. Nevertheless, the Borrower will develop recommendations for the adequate scrapping of old BRT buses in the future, which will be integrated into the draft ESIA-S prior to the start of construction, as stated in the draft ESCP. The Borrower will need to assess the scrapping needs, proposed process, and develop environmental and social mitigation measures, including supervision measures to ensure that the vehicles will not operate in other cities or countries, as well as lessons learned from other similar projects. It is important to mention that since 2004 Protransporte has been managing a voluntary bus scrapping program funded by the BRT fare collection (1% of the revenues). It is expected that old BRT buses will be scrapped using this program in the future.

GHG accounting. The BRT's bus units have Compressed Natural Gas (CNG) engines, which emit significantly less pollution during combustion than gasoline and diesel, and contribute to the reduction of CO2 emissions, having a direct effect in reducing greenhouse gas (GHG) emissions. The project is expected to save 302,826 metric tons of CO2 (net emissions) between 2024 and 2040. The project's impact was defined as the difference in emissions between a reference scenario without Project and the base scenario with project. GHG emission savings consider the expected modal shift from omnibus, microbus and camioneta rural to articulated and trunk buses of the extended BRT system. The CO2 price was updated to US\$ 43 per metric ton in 2024 with an annual growth rate to reach US\$ 60 in 2040, in accordance with World Bank guidance. GHG reduction has been included as an economic benefit in the economic analysis of the project.

#### ESS4 Community Health and Safety

This standard is relevant.

Traffic management and road safety during construction. Key risks and impacts related to community health and safety are linked to civil works construction and traffic safety along main roads and avenues, particularly during construction phase. Because the districts of Independencia, Comas, and Carabayllo present a sensitive socioeconomic



context, special attention will be given to traffic management plans and road safety during construction. Most of the target population in those districts is made out of urban poor families with low levels of income (socioeconomic levels D and E), which indicates a high level of socioeconomic vulnerability of project beneficiaries. In addition, there are fifty three educational and seven health centers in the direct and indirect area of influence of the project; a high concentration of formal (hardware stores, pharmacies, gyms, lumber companies, auto parts, mechanical workshops, banks, etc.) and informal businesses (food stands, three-wheel motorcycle taxis, and repair shops, etc.), some of them occupying the right of way; and there is also a dense traffic intersection (at Naranjal Station) that will require particular attention during construction to avoid the risk of traffic crashes, largely because of inadequate infrastructure to safely manage large pedestrian flows and insufficient road signs, but also because inadequate driving practices, non-compliance with traffic regulations among drivers and pedestrians, and vehicles circulating in poor conditions, etc.

The project had detour plans developed in 2017, which do not contemplate potential risks to community safety and corresponding mitigation measures in line with the requirements of ESS4. Road safety risks associated with traffic diversions for civil work activities will need to be assessed and a Traffic Management Plan and updated detour plans for construction developed before the start of construction. An update of the field data collected in 2016 and 2017 will be necessary, considering factors such as: detour of public transportation and private vehicles, both residential and non-residential, assessment of alternatives for traffic diversion, consideration of schools and nurseries located next to the auxiliary roads, installation of a timed traffic light system to reduce congestion, the operation of intersections to improve traffic flow and particularly to enhance road safety, strategies to ensure that trucks unloading equipment/material do not unnecessarily cause traffic jams and so that equipment and supplies can be safely off-loaded, sensibilization and early communication measures, among others.

Preliminary provisions of the Traffic Management Plan and updated detour plans include: road safety management measures in line with ISO 39001; evaluation of safe access and use of the road by residents, visitors to businesses, mototaxi users, and pedestrians affected by road and sidewalk closures; provisions for safe public transit stops when these are being relocated; monitoring, analyzing and reporting traffic injuries and fatalities; managing vehicle fleets (light and heavy duty vehicles, special equipment) to ensure speed limit compliance through GPS; adequate maintenance and installation of safety equipment; random alcohol and health checks; and safe movement of special or oversized equipment. The contractor of the civil works will need to include a specific budget line to execute this plan during construction, including the establishment of an agreement with the National Police to ensure appropriate traffic management. During operation, specific traffic measures will be designed for the adequate re-routting of the public transportation companies (and private vehicles as well) that currently operate in the corridors of intervention. These measures will be also developed by the Borrower and presented prior to the start of construction.

Security during civil works. The site will need to be further restricted by fencing and other barriers to ensure that children do not access the work zone. The necessary security measures and procedures for third parties (including communication, equipment and the necessary inter-institutional arrangements) have been laid out and assessed by the Borrower and the Bank to assure compliance with ESS4 during preparation. These measures have been included in the Security, Health and Safety Management Plan for Construction, prepared by the Borrower as part of the draft ESIA-S.



Community health, safety and security risks during operation. The main identified community health, safety and security risks during operation are associated with (i) the safety of all road users including pedestrians and vehicle occupants along the corridor, its junctions and approaches from intersecting avenues and local streets, (ii) the security and safety of users of the BRT system and supporting facilities in case of traffic crashes, other accidents and crimes and (iii) the security and safety of users of the BRT system and supporting facilities in case of natural disasters and other emergencies, including people with physical disabilities. Safety and security of the system, stations and supporting facilities should be ensured prior to commencement of operation activities. In terms of (i), the Borrower will work with the corresponding entities to ensure the installation of traffic stops, sufficient crosswalks at key and strategic spots that allow safe access to stations and safe crossing across the corridor, pedestrian signaling along the system, speed management through the installation of equipment or infrastructure to reduce speeds where appropriate such as speed humps, curb extensions, lane width reductions, raised pedestrian crossings, and automated speed and red light enforcement cameras, availability of ambulances in strategic locations, among other necessary measures; regarding (ii), the necessary security and safety services measures and procedures (including training and equipment) will be laid out and assessed by the Borrower and the Bank to assure compliance with ESS4. It should be mentioned that currently Protransporte has a general agreement with the National Police to provide citizen security at each station and terminals of the current (first) Metropolitan. Protransporte also has personal security guards in stations, terminals, bus depot, and offices. In addition, there is a camera security system in each station, which will be extended to future project stations. However, a new specific agreement will need to be subscribed between the contractor and the National Police to define the terms of its involvement in the project; finally, regarding (iii) necessary emergency response and preparedness planning and training procedures at the system, stations and supporting facilities will be assessed and developed by the Borrower in line with para 11 of ESS4. Ultimately, the Borrower will prepare and disclose prior to the start of construction a Security, Health and Safety Management Plan for Operation, which will include management measures for assuring the security, health and safety of the BRT users and users of supporting facilities during operation in line with the three types of security, health and safety risks identified. The plan will include specific measures for emergency response and preparedness. The BRT extension is expected to help relieve the current passenger congestion levels by spreading the flow of passengers across additional stations along the route, and thus facilitate the work of the passenger traffic controllers at the stations, who can then be more effective at helping people with special needs such as the elderly, pregnant women, children, and people with disabilities, which by law are required to have preferential treatment (Law N° 28683).

#### **ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement**

This standard is relevant.

The project will require (i) the relocation of approximately 504 informal street vendors located within the project's footprint; (ii) the acquisition of 8 lots of land used for residential and commercial purposes, which host 14 renters; (iii) the relocation of a small religious shrine located in the median separator, which belongs to a cooperative; (iv) risk of temporary economic impacts generated by potential restrictions in access to residential, commercial and social infrastructure buildings, schools, preschools, universities, hospitals and other health centers, and public services located along the road. To address these impacts, the Borrower prepared a draft Resettlement Action Plan (RAP).



The approximately 504 street vendors are concentrated in an informal market occupying the right of way of Universitaria Avenue, in the Municipality of Carabayllo, in a stretch of approximately 300 meters. Given that this local municipality has the legal competency to relocate informal street vendors, MML will need to subscribe a formal cooperation agreement with the Municipality of Comas to relocate this market under the conditions specified in the RAP, to ensure consistency of the process with the provisions of ESS5. During the EIASd's consultation process of 2017, representatives of the street vendors stated that they were willing to participate in a relocation process and did not intend to become an obstacle for the project, and that attitude was also found in the consultations with the leaders of the vendors carried on July 22 and 24, and on August 8, 2019. The initial consultations were followed by a census, which has been completed for three quarters of the street vendors, and the establishment of a cut-off date for August 20, 2019. The consultations with the informal vendors allowed the Borrower to make the necessary adjustments to the draft RAP, and the preliminary census were included as part of the RAP as well, for the version disclosed prior to appraisal. A revised version of the RAP, with the final census and cut-off date, with additional consultations as needed, will need to be submitted for review and Bank's approval before the appraisal is completed.

In addition, the project will need to acquire 8 lots of land located in the district of Comas, which host 14 renters, which include residential dwellings, commercial establishments, and mixed use (residential/commercial) structures. These social units include residents with formal rights and some with recognizable rights to the land and assets. EMAPE will directly conduct the acquisition of these lots. The updated census and consultations with these affected parties will be included in the draft RAP, following the same timeline and cutoff date specified for the informal street vendors. The specific procedures and criteria to carry out these land acquisition activities, to achieve replacement cost compensations, are explained in detail in the draft RAP, in a manner consistent with the requirements of ESS5.

The project will also need to relocate a religious shrine (Devotos de la Virgen de la Asunción), located in the median separator of Metropolitana Avenue, in the district of Comas. This shrine does not have formal or recognizable usage land rights, even though the owner of the structure is a cooperative association (Santa Ligia). That religious structure has been there for 15 years. The consultations with the leaders of the shrine committee were carried on July 22, 2019. An alternative relocation site has been preliminarily identified and agreed on, but this solution will need to be confirmed as part of a consultation with its users and the host population.

Another potential impact expected during the construction stage of the project is associated with the risk of temporary economic impacts and temporary restrictions in access to residential, commercial and social infrastructure buildings, including schools, preschools, universities, hospitals and other health centers, and public services located along 19 clusters along the main avenues. The nature and intensity of these impacts will depend on the way the civil works contractor will plan its activities, so the census and specific mitigation measures will need to be included as a requirement in the Terms of Reference of the contractor, so that it can minimize restrictions in access as well implement the Economic Strengthening Program for the affected parties, and included in the draft RAP.

To address these impacts, the Borrower has prepared a preliminary Resettlement Action Plan (RAP), called Compensation and Involuntary Resettlement Plan (PACRI in Spanish). This document was prepared taking into account the information of a limited-scope land acquisition plan prepared in 2017, which needed to be updated and complimented with additional activities. The Bank conducted a gap analysis and identified additional information that needed to be addressed in a draft RAP in a way that achieves consistency with the provisions of ESS5. Project funds will be used to complement the mitigation measures and programs to achieve consistency with ESS5. The draft RAP



was publicly disclosed on August 19, 2019 by the Borrower, and disclosure of the revised version of the RAP previously approved by the Bank, including additional review activities, will be completed prior to Loan Agreement effectiveness.

The institutional capacity of the PIU and the entities involved in the implementation of the RAP in accordance with ESS5 was analyzed as part of the Bank’s due diligence. The Bank hired an independent consulting firm to make an assessment of all applicable ESF standards. The assessment concluded that the Borrower has the capacity to implement the mitigation measures according to the practices and procedures established in the national legislation but needs to strengthen its capacity to implement the Bank’s standards. Accordingly, the Borrower will need to implement institutional strengthening measures, which are specified in the project’s ESCP.

### **ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources**

This standard is relevant.

The project will be implemented along existing roadways. There are neither natural nor protected natural areas within the project’s area of influence, and thus the project will not generate impacts on natural or critical natural habitats. Approximately 3,000 trees (according to an inventory conducted in 2017) currently planted along the two avenues of intervention, will need to be relocated. The EIAsd includes a detailed tree relocation plan, which states that trees will be transplanted to nurseries, and finally relocated back to the project area after construction. However, EMAPE has determined that it would be more appropriate to relocate trees to the “Northern Municipal Educational Forest” in Ancón (by SERPAR, during pre-construction) and use trees from nurseries for the project green areas (by the contractor, during construction). In this sense, the draft ESIA-S includes a Vegetation Management Plan that details the following:

- a) Assessment of the ecosystem of reference in the “Northern Municipal Educational Forest” and suitability of species to be relocated to such area.
- b) Assessment of the institutional arrangements (existing and required) for the development of the tree transplantation activities and maintenance of future green areas in the project site.

#### **DURING PRE-CONSTRUCTION:**

- c) An inter-institutional agreement between EMAPE and SERPAR that regulates the updating of the tree inventory and development of the tree relocation activities. This agreement includes the necessary references to the corresponding Vegetation Management Plan and is included as an appendix to it.
- d) Requirements for adequately updating the 2017 tree inventory.
- e) Environmental considerations for adequate tree relocation and transplantation activities from project footprint to Forest, taking into consideration the adequate removal of invasive species currently located in the project footprint, specific management measures for the adequate use of pesticides and agrochemicals during the relocation of vegetation, compensation requirements, monitoring provisions, etc.
- f) Consultations with the parties interested in the trees expected to be relocated by the project, based on a mapping of such stakeholders, to explain them the scope of the impacts and the mitigation measures planned, as well as communication activities on the activities planned associated with the tree relocation process, as defined in the SEP



**DURING CONSTRUCTION/OPERATION:**

- g) Provisions for signing an inter-institutional agreement between PROTRANSPORTE-ATU, through which EMAPE is entrusted with the irrigation of the future green areas of the project using the upgraded wastewater treatment plant.
- h) Provisions for signing an inter-institutional agreement between PROTRANSPORTE-ATU and SERPAR for the maintenance of the green areas of the Project after the species are sown, and at the end of the contractor's monitoring work.
- i) Environmental considerations for adequate installation and maintenance of green areas in the project site, including the use of species that: are native and particularly non-invasive, have an efficient water consumption, and are able to provide adequate shade.
- j) Communication with the key stakeholders concerned with the trees and the general population of the area, in the context of the working groups that are currently being created in coordination with the local municipalities, as established in the communications activities included as part of the SEP.

**ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities**

This standard is not relevant, since there are no indigenous communities present in the area of the project.

**ESS8 Cultural Heritage**

This standard is relevant.

The EIAsd indicates that there is no archeological evidence from a surface assessment, even though the excavations associated with the construction of the road involve the risk of finding physical heritage. However, there is an archeological site, called "Collique Bajo 1" (remains of a "huaca" of 1.6 ha between Las Flores Street and San Mateo Avenue, in the district of Comas), located near the project (71 m from its footprint), which is why findings during excavations are to be expected. The EIAsd includes a thorough assessment of the findings, recommendations, and measures to avoid impacts during construction, as well as guidelines for the development of a Chance Find Procedure (CFP). The CFP was strengthened in the ESIA-S, in line with (i) guidelines included in the EIAsd, (ii) national legislation, and (iii) paragraph 11 of ESS 8.

There is a religious shrine located in the right of way of Universitaria Avenue, in the District of Comas, which will need to be relocated, as mentioned in the ESS5 section. This relocation will be conducted as part of the implementation of the RAP, including the construction of a new shrine and relocation the saint statue and its associated paraphernalia. This relocation will be conducted in a participatory way with the users of the shrine, the association that built this structure, as well as the local priest that officiates religious activities there. The draft RAP includes additional information about the applicable provisions of ESS8 for the shrine, informed by the results of the consultations, with the goal of restoring its functionality so that the users could continue its religious activity at the new shrine site.

**ESS9 Financial Intermediaries**

This standard is not relevant to the project.



C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways

No

No rivers or international waters are involved in the project.

OP 7.60 Projects in Disputed Areas

No

The project is located in an urban area with clear limits among the municipalities involved in the project. In addition, the project will be developed under the jurisdiction of the Metropolitan Municipality of Lima areas.

III. BORROWER’S ENVIRONMENTAL AND SOCIAL COMMITMENT PLAN (ESCP)

DELIVERABLES against MEASURES AND ACTIONs IDENTIFIED	TIMELINE
<b>ESS 1 Assessment and Management of Environmental and Social Risks and Impacts</b>	
Check attachment with draft ESCP	12/2022
Check attachment with draft ESCP	12/2022
<b>ESS 10 Stakeholder Engagement and Information Disclosure</b>	
Check attachment with draft ESCP	12/2022
<b>ESS 2 Labor and Working Conditions</b>	
Check attachment with draft ESCP	12/2022
<b>ESS 3 Resource Efficiency and Pollution Prevention and Management</b>	
Check attachment with draft ESCP	12/2022
<b>ESS 4 Community Health and Safety</b>	
Check attachment with draft ESCP	12/2022
<b>ESS 5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement</b>	
Check attachment with draft ESCP	12/2022
<b>ESS 6 Biodiversity Conservation and Sustainable Management of Living Natural Resources</b>	
Check attachment with draft ESCP	12/2022
<b>ESS 7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities</b>	
<b>ESS 8 Cultural Heritage</b>	
Check attachment with draft ESCP	12/2022

Public Disclosure



ESS 9 Financial Intermediaries

**B.3. Reliance on Borrower’s policy, legal and institutional framework, relevant to the Project risks and impacts**

**Is this project being prepared for use of Borrower Framework?**

No

**Areas where “Use of Borrower Framework” is being considered:**

None

**IV. CONTACT POINTS**

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**Borrower/Client/Recipient**

Borrower: Ministerio de Economia y Finanzas

**Implementing Agency(ies)**

Implementing Agency: Metropolitan Municipality of Lima

**V. FOR MORE INFORMATION CONTACT**

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**VI. APPROVAL**

Task Team Leader(s): Lincoln Flor, Sofia Guerrero Gamez

Practice Manager (ENR/Social) Maria Gonzalez de Asis Cleared on 20-Aug-2019 at 15:05:19 EDT

Public Disclosure



Safeguards Advisor ESSA

Noreen Beg (SAESSA) Concurred on 21-Aug-2019 at 16:33:38 EDT