



# Concept Environmental and Social Review Summary

## Concept Stage

### **(ESRS Concept Stage)**

Date Prepared/Updated: 11/04/2020 | Report No: ESRSC01688



**BASIC INFORMATION**

**A. Basic Project Data**

Country	Region	Project ID	Parent Project ID (if any)
Bangladesh	SOUTH ASIA	P173019	
Project Name	Bangladesh Road Safety Program		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	4/1/2021	9/15/2021
Borrower(s)	Implementing Agency(ies)		
People's Republic of Bangladesh	Road Transport and Highways Division, Ministry of Road Transport and Bridges, Roads and Highways Division, Directorate General of Health Services, Bangladesh Police, Dhaka Transport Coordination Authority		

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**Proposed Development Objective**

The Program Development Objective (PrDO) is to build road safety management capacity and achieve targeted reduction in traffic fatalities and serious injuries in Bangladesh.

Financing (in USD Million)	Amount
Total Project Cost	360.00

**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]**



Improving road safety in Bangladesh is vital to national health, well-being, and economic growth. Economic losses from inaction could be substantial – a World Bank study estimates that halving the mortality and morbidity from road traffic injuries (RTIs) in a developing country like Bangladesh would likely yield an additional 7-22 percent in GDP per capita over a period of 24 years. The effect on national income is just one part of the story. The road safety situation in Bangladesh is disproportionately and directly impacting the poor, which are most vulnerable road users. It is estimated that over half of all road deaths (54 percent) victims are poor, with pedestrians accounting for almost half of these deaths, mainly due to lack of adequate pedestrian infrastructure. Road crashes also affect the poor rural families disproportionately with a greater percent of them falling into economic distress than others. - These underscores the economic losses associated with inaction for countries that fail to move beyond the status quo. A long-term commitment and sustained vision from the highest level of Government of Bangladesh (GoB) including investment in effective road crash fatality and injury prevention will contribute to the accumulation of human capital in Bangladesh, which in turn will contribute to sustainable and inclusive economic growth and overall country well-being.

As Bangladesh recovers from the health pandemic and restores economic activities across all sectors, addressing the existing challenge of road traffic injuries would be integral to the development growth of the country in the post-COVID times. Prior to the COVID pandemic more than 20,000 people were killed and estimated 200,000 seriously injured or disabled every year due to road crashes in Bangladesh. The situation has been worsening in the past decades - between 1990 and 2017, the increase in the road crash fatality rate was three times higher in Bangladesh than that across the South Asia region. This has impacted the working-age population with road traffic crashes responsible for 11.7 percent of all deaths among men in the 15-49 age bracket. Besides death, injuries resulting from road crashes are the second leading cause of permanent disability in the country. Children, too, face risks: in 2017, road crashes were the fourth leading cause of death among children. This comes at a price to the economy – where annual crash related costs are equivalent to 2-3 percent of GDP. While Bangladesh has relative low rate of motorization, but with disproportionately high crash rates, the trend may further worsen when transport activities are restored to normal levels. Across gender profiles, males suffered significantly higher numbers of injuries and deaths than females across all ages. The lopsided fatality ratio shows men suffer more directly from road crashes than women. However, this pattern reflects deeper issues of limited mobility, access, and opportunity for women. More women, particularly with lower incomes, than men have no mode of transport available besides walking.

The GoB in recent past has shown commitment and renewed interest to address road safety. While road safety statistics in Bangladesh have been a concern for several decades, citizen's demand through a grassroot movement for stronger political ownership on this agenda and urgent action to improve road safety was evident during a series of public protests in 2018. This led to a subsequent inclusion of road safety in the political campaign of 2019 elections by various parties (including the ruling party) and has set up a favorable and positive context for road safety interventions in the country. The resulting media attention and strident advocacy by civil societies on the issue have prompted a demand for broader reforms in the overall management of the transport sector to address road safety. In response, a new Road Transport Act, with substantial focus on road safety, came into effect on November 2019 replacing the old Motor Vehicle Ordinance of 1983. The new Act mandates stricter punishment for traffic offences, greater accountability from the operator and designer for safety performance, and increased enforcement of road safety behavior through deployment of mobile courts. The World Bank has been supporting GoB's initiatives including through a high-level event on road safety, organized in partnership with UN agencies and FIA to advocate for road safety action, which mobilized significant interest from the Government at the highest levels.



In the above context, the proposed MPA project is aimed at supporting the GoB's road safety agenda through a long-term investment strategy that is supported through a functional and empowered institutional structure for road safety management to implement prioritized interventions by key stakeholders under the purview of a national road safety program. The programmatic approach under the MPA will be carried out in two phases – the phase one project aimed building institutional capacity and coordination through a series of multi-sectoral pilot projects, and further leveraging the coordination among the relevant stakeholders to design and prepare a long term strategy and investment plan at the national level. A phase two project is envisioned in the form of a PforR instrument to directly support the GoB's National Road Safety Program expected to be operational and ready to be implemented with the 3 years of the start of the MPA.

The phase 1 project of the MPA will have three distinct focus: 1) implement multi-sectoral road safety projects on a pilot basis to help build capacity of agencies to work together, demonstrate the effectiveness of institutional management and coordination and further developing this as a basis for a national instructional framework; 2) financing prioritized investments for each of the implementing agencies as per their individual short to medium term action plans, and 3) providing technical advisory to the government stakeholders in terms of preparation of a national road safety program with adequate support for management, developing investment plans and monitoring of the program.

The proposed program is fully aligned with twin goals of ending extreme poverty and boosting shared prosperity as well as the Bangladesh Country Partnership Framework (CPF) FY2016-2020 . The program will primarily contribute to the CPF Focus Area 1 Objective 1.2 Improved transport connectivity by rehabilitating the entire national highway (NH) and regional highway (RH) networks, and related mass action treatments, especially on high risk corridors, major and minor junctions, bazaar areas, locations connecting feeder roads to these highways and at railway crossings in Bangladesh. The program will also contribute to Focus Area 2 Objective 2.2 by improving pre-hospital and hospital-based emergency care. This will help avoid preventable death and disability and limit the severity of injury and reduce catastrophic health expenditures for road crash victims, the large majority of whom are from poorer sections of society .

The project is well aligned with all four thematic pillars of the World Bank Group crisis response. The project is expected to reduce crash related fatalities and injuries, which will free up beds and provide redundant critical care capacity of health facilities for effective management of COVID-19 cases. It will establish a system of mobile emergency medical services accessible through a toll-free number with dedicated ambulances for transportation of crash victims and COVID patients. It will also strengthen emergency department of district hospitals and Upazila Health Complexes (UHC) with triaging protocols and negative pressure isolation rooms for management of crash victims and suspected COVID patients. All these efforts will help save lives threatened by the virus. The long-term road safety engagement will support strengthening policies, institutions and investments for resilient, inclusive and sustainable recovery by rebuilding better and saving lives.

#### **D. Environmental and Social Overview**



D.1. Detailed project location(s) and salient physical characteristics relevant to the E&S assessment [geographic, environmental, social]

The proposed project, the first phase of a two-phase MPA, is a five-year IPF investment. The second phase of the MPA will be an investment under PforR over a period of 6-7 years. The first component of this first phase project would implement three distinct pilots. The first pilot would be implemented on selected strategically important high-risk corridor sections (50 km to 70 km) along the national highway (NH) and regional highway (RH) networks across the country. A second pilot would be on multi-faceted urban road safety program focusing on vulnerable road users and would be largely implemented in the Dhaka Metropolitan Area (DMA) where a reasonable area/neighborhood or an urban arterial within Dhaka North City Corporation (DNCC)/Dhaka South City Corporation (DSCC) jurisdiction will be chosen. The third pilot is to develop capacity and implementation of road safety in two to three districts to be selected based on highest fatality rates. The project would also support stand-alone priority activities for individual departments based on their mandate as per the provisions of the recently enacted Road Transport Act. The project will pilot test road safety interventions on the highways, in DMA and at selected district townships. The project will also develop a National Road Safety Program (NRSP) for implementation subsequently across the country. The second phase activities will be to scaling up the tested interventions under this project and implement activities under the NRSP with similar ES risks and impacts.

The specific locations of the pilot and other investments under the project has not yet been finalized. The highways connect major cities, business districts, seaports, inland river ports, land ports, airports, tourism/ historical/ cultural heritage sites and traverse through coastal areas, haor areas (large waterbody), major and minor rivers, townships and rural settlements including areas inhabited by small ethnic communities. There are small and dispersed presence of small ethnic communities in the coastal areas and boarder districts, but they are concentrated in the three hill districts of Rangamati, Bandarban and Khagrachari, also known as Chittagong Hill Tracts (CHT) with various traditional culture and practices. Activities under the proposed project and those in the second phase are likely to have similar environmental and social implications. All civil works will be limited within existing highway and other road transport infrastructures, existing trauma care facilities and management of road crash victims.

D. 2. Borrower's Institutional Capacity

The project will be implemented by a National Program Coordination Unit (NPCU) under the Ministry of Road Transport and Bridges (MoRTB) represented by the Road Transport and Bridges Division (RTHD). MoRTB will be the lead Ministry for the project. There will be five Project Implementing Units (PIUs) representing the five implementing agencies: RHD, BRTA, DTCA, MoHFW and Ministry of Home Affairs (Police) with full responsibility for their own procurement and implementing their respective components. RHD, DTCA, Police and BRTA have not implemented Bank-financed transport projects in the recent past. However, RHD was part of the Bank-financed Public Procurement Reform Project and is the implementing agency for the recently approved WeCare project. DTCA and Police started getting some experience of Bank projects through the CASE project. MoHFW is very familiar with Bank procedures, having worked with Bank and several other MDBs. However, for all of these institutions, the World Bank's new Environmental and Social Framework (ESF) rolled out in October 1, 2018 is relatively new. The NPCU and PIU institutions have some level of knowledge of assessing ES risks of projects but their technical capacity needs to be assessed in relation to capacity required to manage the environmental and social risks and impacts in the project. During preparation of the Environmental and Social Management Framework (ESMF), institutional capacity and ES systems assessment of the NPCU and PIU institutions will be carried out to identify capacity building needs to adequately manage the requirements of the new ESF and the environmental and social standards in identification, design and implementation of project activities. Based on the assessment, the ESMF will provide the guidance and



measures for capacity enhancement to manage the potential impact and risks related to various ESSs. Depending on the institutional assessment, the capacity enhancement measures may include engagement of E&S staff including Environmental Specialist, Resettlement Specialist, Gender and Disability Specialist and Communication Specialist with the PIUs along with training the PIUs’ staff and asserting on enhancement of institutional capacity on E&S management. The PIU institutions will be advised to prepare and adopt their corporate Environmental and Social Management System (ESMS) for managing ES and other associated social issues in their development projects and operation of their services.

**II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS**

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

Substantial

**Environmental Risk Rating**

Substantial

Environmental risk rating of the project at this stage is assessed to be substantial. Out of the three pilots under the project, the first one would support small scale civil works and installation of road safety treatments as needed, including provisions for parking and repair of vehicles and physical traffic calming measures on selected national and regional highways. This project and the possible second phase are not likely to include any new constructions but geometric correction of selected segments of highway corridors to reduce accident vulnerability. There would be construction-related impacts in case of geometric correction such as air pollution due to dust emission, surface water pollution from construction debris, OHS, etc. Vehicle usually moves at high speed along the national and regional highways and road safety during such work also would be an issue and needs to be properly taken care of.

The pilot on Urban Road Safety would be implemented in the densely populated Dhaka City. This pilot would ensure that the sidewalks are adequate, continuous and segregated from motorized traffic for current and future demand and also to ensure high visibility of Cross Walks through proper signage, use of safe pedestrian crossings, and pointed and textured pavements, creating exclusive bicycle lanes, possibly around a specific traffic generator (around markets or schools or community recreation centers). It may involve widening of road pavement, sidewalk installation, painting, road signs, streetlights, modified intersections, and parking facility. Safety improvements will also incorporate safe bus operation withy provision of well designed bus bays. Any construction work in the crowded streets of Dhaka city can cause immense traffic jam, if the activities are not well planned. Community health and safety issue needs to be carefully assessed while undertaking civil works, including any pavement widening work. Timing of construction might also be an important factor to consider and might require to match with the local conditions. Disposal of construction debris in the surface drain might cause clogging of drain aggravating waterlogging in Dhaka street. Transportation and unplanned stock piling of construction material can also cause inconvenience to road users and would require proper management plan and strict monitoring.

The project would also support establishment of automated vehicle inspection and certification centers at each selected district. These include supporting road safety mass action treatments on selected highway corridors, including alignment correction and installation of road furniture, signage and markings, especially on high risk corridors, minor junctions, bazaar areas, locations connecting feeder roads to these highways and at railway crossings. These activities would entail medium scale construction work and construction phase impacts such as air pollution, surface water contamination, OHS, etc. are expected. Trauma Registry and Trauma Quality Improvement under the project would include improvement of injury surveillance and improvement of quality of hospital-based

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trauma care in four district hospitals. Modification of the emergency care facilities of these hospitals might require to be undertaken keeping the hospitals in operation that may lead to ES risks and impose OHS risks to the workers inside a hospital. The safety and convenience of patients and other hospital users for trauma care strengthening works and health safety of project workers for likely presence of COVID-19 patients also need to be taken care of.

**Social Risk Rating**

Substantial

The social risks and impacts are assessed based on secondary information, past experience with similar activities (stated under environmental risks rating) and field level consultations with various stakeholders. Based on this, the social risk at concept stage has been determined as Substantial due to potential displacement of informal settlers, limited land acquisition, limited PIUs capacity to manage social impacts especially in urban areas, issues with labor influx and associated low level of gender-based violence (GBV) issues at the works sites and surrounding communities. The road safety demonstrations under component 1 would include small civil works and road safety treatments. The social risks are also arise because often the victims of road accidents are those from the poor families involving the main wage earners. The possible second phase activities will have similar level of social risks. The risk rating will however, be revisited at appraisal once the potential physical displacements and land acquisition are assessed in pilot demonstration projects during project preparation.

**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. This project will support a number of pilot investments and help build the capacity of the implementing agencies in road safety management. The pilot investment in the Dhaka Metropolitan Areas (DMA) will explore, scope and implement provisions of road diets and street furniture, safe infrastructure, regulation, enforcement, and education of all road users, creation of exclusive bicycle and NMT lanes, designated bus bays, and intersection improvements for safe turning of motor vehicles. Road safety improvements would include widening of paved roads, sidewalk installation, painting, sign installation, streetlights provision, bicycle parking facility etc. Safe bus operation will be provisioned through spacious bus bays for pick-up and drop-off of passengers. Activities under the project would include small scale civil works and installation of road safety treatments as needed, including provisions for parking and repair of vehicles and physical traffic calming measures in selected highway corridor. Post trauma care service improvement may include improvement of emergency care facilities of four district hospitals. It may also include provisions for low pressure rooms in the emergency departments at the District Hospitals and UHCs to facilitate efficient handling of the road crash victims and potential COVID-19 suspects. Renovation of existing building structures might require extra precaution to avoid any inconvenience to operation of the existing facilities. Civil works for improvement of road infrastructure may avoid or minimize land acquisition but roadside encroachers and squatters may need to be removed or pushed back for structural improvement for road provisions including free road shoulders, pedestrian facilities, treatment of hazardous points, median barriers, traffic islands, safety zones and provision of divided roads. Civil works will require laborers from outside the construction sites, and there may be issues of gender discrimination and low to moderate level risks of GBVs at works sites influencing adjacent communities. Occupational health and safety (OHS) and community health and safety (CHS) may also be worth attention during implementation. The project will therefore, identify women, disabled persons, other vulnerable and disadvantaged groups and individuals including the pedestrians, cycle motorists, riders of slow moving vehicles and

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communities locally at site level and devise opportunities for their participation in project activities and employment in the civil works on a priority basis. Identification and engagement of vulnerable road users in the project preparation, design and implementation will be ensured through ESA process using locally conducive community engagement procedure respecting the health directives on COVID-19 response. Requirement of construction materials at individual project locations would not be high and hence impact related to extraction of construction materials would not be significant. Since the activities will all be within the existing road corridors, environmental impacts will be limited to construction related noise, dust, traffic congestions, construction waste and debris and pollution to local waterbodies adjacent to roads and construction camps. However, the impact on CHS along with OHS of the labors while working in the densely populated urban areas particularly inside Dhaka City can be significant. Also transporting and stocking of construction material in Dhaka City might be an issue to consider. The requirement of construction materials at individual works sites is not expected to be high. That said impacts related to extraction of such materials will be assessed during the ESIA.

The exact locations of the activities are not known at this stage. Location of the interventions will tentatively be determined at preparation but the precise footprints of the investments remain to be determined. An upstream ESA will be conducted during preparation based on available information, and an ESMF will be prepared to guide the specific ES assessments once detail information are available. Both ESA and ESMF would cover the construction and operation phases of the project activities. RHD will prepare the ESMF for all the constituent PIUs including RHD using a Terms of Reference prepared and agreed with the Bank. As part of E&S assessment, the capacity of implementing agencies will be assessed for risk management and measures will be proposed to strengthen the capacity for risk management as needed. The ESMF will be reviewed by the Bank and the draft will be disclosed before appraisal. The final version will be approved and adopted for the project by the borrower.

The ESMF will have a screening criteria based on which the pilots, road safety treatments and other activities including renovation and strengthening the emergency facility to support trauma care in the four District Hospitals would be screened and the level of due diligence required identified i.e. undertaking an ESA, developing ESIA/ESMPs, implementing codes of practice, etc. The guidance in GPN on Road safety will be incorporated in ESMF/ESMPs and in the community health and safety measures. The ESMF will include specific requirements to be considered for improvement/rehabilitation of the road infrastructures, establishing bicycle lane, improvement of emergency care of district hospitals, providing facilities for highway police, establishment of Vehicle Inspection and Certification Centres (VICCs) and other facilities. The ESMF will have provisions to cover the impacts and issues during operation phase as well. The ESMF will include a plan for periodic review and end-term evaluation of road users' satisfaction level compared to the baseline road safety conditions captured at commencement of the project implementation.

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

Would not be considered.

**ESS10 Stakeholder Engagement and Information Disclosure**

Road safety management includes ensuring safety featured road infrastructures, safe vehicles, efficient operation, accident research, and post road crash emergency health support. This project will have a large and diverse group of direct and indirect stakeholders. The Roads and Highways Department (RHD) under the Road Transport and Highways Division (RTHD) of the Ministry of Road Transport and Bridges (MoRTB) develops and maintains the highways in Bangladesh. Regulatory enforcement of road safety practices, vehicle fitness, and licensing involve the Bangladesh



Road Transport Authority (BRTA), Bangladesh Police (BP), Highway Police and Dhaka Metropolitan Police. Transport infrastructure development and improvement in Dhaka City is coordinated by the Dhaka Transport Coordination Authority (DTCA). Directorate General of Health Services (DGHS) under the Ministry of Health and Family Welfare (MoHFW) is responsible for accessible health services through private and public hospitals, health centers and clinics.

The project involves wide range of stakeholders like owners and operators of motor vehicles, passengers of all social and economic groups, transport workers associations, transport owners' associations, roadside vendors and market associations, road safety activist groups, and communities along the highways and in Dhaka City. Many of these stakeholders are influential on the sector performance. The affected groups among the stakeholders may include the beneficiaries, displaced persons for land acquisition and dispossession of encroached land for project use, and people providing lands outside the project on rental terms for temporary contractors' camps, labor sheds, and storages facilities during construction period. The pedestrians, cycle motorists, and riders of locally operated slow-moving vehicles will also face risks of congestion during construction. With the outbreak of COVID-19 across the country, DGHS along with District Hospitals, Upazila Health Complexes and Union Health Clinics will also be involved in the response process to safeguard project staff and workers particularly those to be engaged in civil works. RHD, the lead implementing agency will prepare a Stakeholder Engagement Plan (SEP) outlining general principles and a collaborative strategy and plan for an engagement process in accordance with this standard. Meaningful consultations with local communities on the site locations and infrastructure designs will be captured adequately. Given that the project will have a large and diverse stakeholders, spread over a large area, this will require innovative approaches to achieve meaningful stakeholder engagement, particularly given the COVID-19 related restrictions.

The SEP will describe how stakeholders including local communities as well as vulnerable and disadvantaged groups and individuals will be engaged during the life of the project. Some of the sites for pilot activities will be known at the feasibility study before appraisal. If indigenous peoples are present in the project areas, a stakeholder engagement strategy for this group will be included in the SEP. All consultations and communications will be conducted following the health protocols following the directives from the Government of Bangladesh and WHO, and the requirements of the World Bank under the current pandemic situation related to COVID-19 outbreak in the country. Feedback and suggestions on the concerns from different stakeholders at any stage of the project cycle will be incorporated in the project design. A draft of the SEP will be disclosed at early stage in project preparation and prior to appraisal.

## **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 as civil works for infrastructure will involve different types of workers such as direct workers and contracted workers. No primary suppliers workers and community workers are expected to be engaged in the project. Given the size of civil works at particular work sites and the existing practices in large civil works on the highways, the OHS risks relevant to workers working on the highways is preliminarily assessed to be moderate. This will be confirmed during the ESA process. Civil works financed under the project at individual work sites will likely involve a small number of direct workers and contracted workers. Construction works are likely to generate only low to moderate labor influx since the scope of the physical construction works will be small to medium scale at respective sites. Given the size of civil works at an individual specific site, risks of GBV and SEA related to the project



have also been assessed conservatively low using the World Bank GBV risk assessment tool. The client will prepare a Labor Management Procedure (LMP) to address these risks including OHS, labor GRM and workers' codes of conduct, particularly in relation to GBV/SEA prevention.

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

Risk related to ESS3 would be moderate. During construction, air emissions will include exhaust from heavy vehicles and machinery, and fugitive dust generated by construction activities. Those most likely to be affected are people living within the proximity of the construction sites and along the corridor and transport routes. The implementation of mitigation measures such as dust suppression and vehicle maintenance will be applied to minimize the impact of air emissions during construction, and residual impacts are expected to be limited in scope and duration. Construction activities will generate solid and liquid waste which will primarily include excavated soil and hazardous waste such as hydrocarbon oils from construction machinery and vehicles. The waste generated by the construction works will largely be disposed of at approved sites according with the national laws and regulations. Sourcing of construction materials would largely depend upon the specific locations. The requirement of construction materials at individual road project locations is not expected to be high, and impacts related to extraction of such materials are expected to be moderate. This will be confirmed during the ESA. However, transportation of material in the dense urban area might require a good planning in terms of route selection and time of transportation. The ESMF should include provisions for assessing the impact related to sourcing and transportation of construction material specific to sites.

### **ESS4 Community Health and Safety**

This standard is relevant at this stage and will be further assessed during preparation. During construction, civil works and vehicles movement in populated urban, peri-urban and rural areas could expose communities to health and safety risks, especially in urban centers like Dhaka City. Given the size of civil works, labor influx at particular works sites will be low to moderate. However, during the COVID-19 pandemic this may increase the risks of transmission of the infections among them and the community members. The labor influx may also induce low to moderate risks of GBVs at works sites. Potential risk may likely stem from the possible weak implementation of contingency plans, workers code of conduct, poor public awareness, and lack of information. These will be assessed in the ESAs and the contractor(s) will be required to prepare a Community Health and Safety Plan (CHSP) including Traffic Management Plan and if required, GBV plan. Contract provisions will include preparation of CHSPs as part of C-ESMPs. Adequate traffic management, provision of alternative access points/roads, road crossing safety procedures to be put in place. The potential exclusion risk of women and persons with disabilities will be assessed both from the aspects of infrastructure design and transport operation. WBG EHS guidelines and GBV guidance note will be followed in the preparation of the ESAs and all labor, gender and GBV related plans. During operation, road safety and community health and safety are anticipated to significantly improve with the installation of safety features on improved road infrastructure and post crash health services.

Work in the densely populated streets of Dhaka City may impact community health and safety particularly in case of widening of paved road, installing sidewalks and putting various controlling features. Transportation and unplanned storage of construction materials might also create inconvenience to the community people and other road users.



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

This standard is relevant with the anticipation that geometric modifications of road infrastructure will be the key infrastructure construction under the project to improve safety features. Civil works for improvement of road infrastructure under demonstration projects may trigger displacement of informal settlers and require limited land acquisition. In addition, small land acquisition for critical geometric corrections may also be needed. The lands required for contractor's construction camps, labor camps, stack yard and storage facilities are the responsibility of the contractors and will arrange on mutually acceptable terms with the land owners. Social screening and due diligence will be conducted for each site to assess the potential impacts, land ownership, current use and relevant aspects. The feasibility study for project preparation will include preparation of a Resettlement Policy Framework (RPF) as per this standard to guide social screening, social impact assessment and preparation and implementation of site-specific Resettlement Plans, when the sites are identified. The RPF will be agreed with the Bank and disclosed before appraisal. The final version will be approved by the Government.

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

This standard is relevant to this project. The project locations are not known at this stage but the national and regional highways traverse through agriculture, urban and semi-urban areas and in some areas through forests and wetlands. However, all works will be carried out in existing network. As such it is unlikely that project would significantly affect natural habitats (modified, natural and critical). However, cutting down trees on roadsides might be necessary while correcting the geometric design of the existing alignments to improve road safety conditions. Tree cutting, if cannot be avoided, will be kept to minimum. These trees, however, are not connected to any forest or natural ecosystems. That said, the ESMF will include procedures to screen any habitats along existing ROW and impacts and for ESMP to include relevant measures, where needed.

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

As the project has been proposed for the entire national and regional highway networks across the country, this standard is relevant at this stage. The national and regional highways are also there in the areas with concentration of small tribes, minor races, ethnic sects and communities (small ethnic communities) including in the hill districts in the southeastern Bangladesh. As the highways has unused lands along the carriageways, the project will opt to select land for civil works avoiding physical displacement of small ethnic communities. However, these communities will enjoy the benefits of improved road safety features. The interventions under the project for the inclusion of small ethnic communities, where they exist, will be adapted to their situation with a view to effectively include them in the communication and participation process, and accessing project benefits. Small ethnic community's inclusion approach will be included in the ESMF for identification, design and implementation of project activities in areas other than the three hill districts. If the pilots are implemented in the hill districts, Indigenous Peoples Planning Framework (IPPF) will be prepared instead, following this standard. Locations of pilot highway road corridors will be identified during the implementation stage avoiding any adverse impact on the indigenous peoples. Meaningful consultation will be undertaken for identification, design and implementation of project activities, where the small ethnic communities are present among the beneficiaries.

### **ESS8 Cultural Heritage**



This standard is relevant. The investment activities to be financed under the project may be in areas containing tangible or intangible cultural heritage. The ESMF for the proposed project will include specific measures relating to avoid and/or managing potential impacts on cultural heritage sites, compliant with the requirements of this standard. A chance find procedure will be included in the ESMF.

**ESS9 Financial Intermediaries**

Not relevant.

**C. Legal Operational Policies that Apply**

**OP 7.50 Projects on International Waterways** No

**OP 7.60 Projects in Disputed Areas** No

**III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE**

**A. Is a common approach being considered?** No

**Financing Partners**

Not being considered.

**B. Proposed Measures, Actions and Timing (Borrower’s commitments)**

**Actions to be completed prior to Bank Board Approval:**

Documents and actions prepared and completed prior to Appraisal  
actions to be completed prior to Appraisal including disclosures

- Preparation of preliminary ESA and ESMF including capacity assessment of the IAs.
- Resettlement Policy Framework (RPF)
- Indigenous Peoples Planning Framework (IPPF)
- Stakeholder Engagement Plan (SEP)
- Environmental and Social Commitment Plan (ESCP)
- Labor Management Procedures (LMP)

**Possible issues to be addressed in the Borrower Environmental and Social Commitment Plan (ESCP):**

- Preparation and implementation of site-specific ES assessments and ESMPs following the ESMF;
- Preparation and implementation of site specific RAPs;
- Implementation of capacity building activities;
- Preparation and implementation of site specific OHS Plans & Community HS Plans;
- Application and monitoring of Labor Management Procedures to different category of workers;
- Ongoing stakeholder engagement activities and reporting back to the stakeholders.

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**C. Timing**

**Tentative target date for preparing the Appraisal Stage ESRS**

01-Apr-2021

**IV. CONTACT POINTS**

**World Bank**

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**Borrower/Client/Recipient**

Borrower: People's Republic of Bangladesh

**Implementing Agency(ies)**

Implementing Agency: Road Transport and Highways Division, Ministry of Road Transport and Bridges

Implementing Agency: Roads and Highways Division

Implementing Agency: Directorate General of Health Services

Implementing Agency: Bangladesh Police

Implementing Agency: Dhaka Transport Coordination Authority

**V. FOR MORE INFORMATION CONTACT**

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**VI. APPROVAL**

Task Team Leader(s): Dipan Bose, Suresh Kunhi Mohammed, Rajesh Rohatgi



Practice Manager (ENR/Social)

Robin Mearns Recommended on 03-Nov-2020 at 13:19:56 GMT-05:00

Safeguards Advisor ESSA

Agnes I. Kiss (SAESSA) Cleared on 04-Nov-2020 at 21:48:41 GMT-05:00