



# Concept Environmental and Social Review Summary

## Concept Stage

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

Date Prepared/Updated: 11/17/2020 | Report No: ESRSC01704



**BASIC INFORMATION**

**A. Basic Project Data**

Country	Region	Project ID	Parent Project ID (if any)
Bangladesh	SOUTH ASIA	P172499	
Project Name	Jamuna River Economic Corridor Development Program		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Water	Investment Project Financing	6/7/2021	8/31/2021
Borrower(s)	Implementing Agency(ies)		
Ministry of Finance	Ministry of Water Resources		

Proposed Development Objective

The Project Development Objectives are to (a) enhance resilience of Jamuna River’s riverbanks to flooding and erosion; (b) improve navigability of the Jamuna River; and (c) strengthen sector institutional capacity.

Financing (in USD Million)	Amount
<b>Total Project Cost</b>	<b>100.00</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 multi-phase program would stabilize the Jamuna River to create a manageable navigation channel in the 205 km stretch between Sirajganj and the Indian border, and to create river-based opportunities for economic growth. Thus, beneficiaries include heavy cargo between India and Bangladesh, new Green Economic Zones, farmers and post-harvest value chain beneficiaries, and millions of existing and migrant inhabitants around Jamuna River.

The first phase will focus on four components: (1) Riverbank protection and river training: pilot-level, scaled-down river training structures, such as temporary top-blocked permeable groins and riverbank revetments (revetment by geo-bags, concrete cubes etc.), 2D and 3D modeling, and onsite pilots of new river training technology (e.g. permeable groins) that may be scaled up in the program next phases; (2) Navigation channel development:



hydrographic survey and chart updating, aids to navigation, preparation of a Jamuna River Navigation Master Plan and a Resource Management and Operation Plan; (3) Disaster risk financing: Risk financing solutions with clear triggers and preidentified disbursement channels will be developed through a grant from the Global Risk Financing Facility (GRiF). Phase 1 will set up the Government's chosen instrument for disaster risk financing; and (4) Institution building and project management: developing a DSS, establishing a Bilateral Navigation Facilitation Committee, delivering core training to key government officials on innovations in river training, dynamic navigation, E&S (including capacity building of the IAs), and collaboration. Program management activities on fiduciary, E&S, and O&M will be supported as well.

Phase 2 will scale up all the four components of Phase 1, specifically: (a) scaling up the river protection/training works based on the testing performed at pilot level in Phase 1; and (b) introducing financing for performance-based dredging contracts, informed by the aids to navigation from Phase 1, and based on lessons learned from ongoing dredging contracts in Jamuna (India-Bangladesh Line of Credit) as well as from other dredging contracts piloted elsewhere (e.g. Bangladesh Regional Waterway Transport Project 1, which currently finances dredging in Chittagong-Dhaka-Ashuganj IWT Corridor and associated routes).

#### 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 program is located along the Jamuna river in the North-North-Western part of Bangladesh. Out of Tsangpo-Brahmaputra-Jamuna's total length of more than 3,800 km, length of its Bangladesh portion is about 250 km. The Jamuna is a typical braided river with highly dynamic anabranch channels. Annual shifting of these channels ranges from few hundred meters to several kilometers. In plan form, the river typically shows two to three channels per cross-section and a total width of 8 to 18 km. The Jamuna is dotted with various river islands many of which are currently inhabited and/or have agricultural croplands. During monsoon, the mighty river is most devastating often leading to bank erosion and flooding that causes irreparable damages to nearby communities. During the dry season, the water level recedes to meandering shallow channels and the vast tracts of fertile land that emerges, are used to produce various agricultural crops.

Jamuna is one of the country's most important natural breeding grounds of large and commercially important carp and cat fishes. The flood plain where the river meanders is an incredibly rich area for fisheries, which local communities rely upon extensively. A braided river of this magnitude provides an enormous diversity of habitats, the complex nature of hydraulic properties creates deep scour holes, which support large river fishes and highly endangered Ganges river dolphin, and the sand bars, shoals and mud flats supports diverse bird population including migrating waders. The sand bars also used to provide habitat support the crocodilian species *Gavialis gangeticus*. Jamuna is also home to black softshell turtle or Bostami turtle (*Nilssonina nigricans*), which was believed to be extinct from wild until recently. There are two Ganges river dolphin sanctuary in the Jamuna.

The Brahmaputra/Jamuna is characterized by phases of widening and narrowing in response to earthquake-induced pulses of sediment load and variations in hydrology. The Jamuna has an annual average discharge of around 20,000 m<sup>3</sup>/s at Bahadurabad with maximum of 102,000 m<sup>3</sup>/s and a minimum of 3,500 m<sup>3</sup>/s. Over 75 percent of the discharge of the Jamuna river is generated from rainfall and snowmelt.



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

The two main implementing agencies of the Jamuna program, Bangladesh Water Development Board (BWDB) and Bangladesh Inland Water Transport Authority (BIWTA) respectively under the Ministry of Water Resources (MoWR) and Ministry of Shipping (MoS), both are currently implementing Bank funded projects and familiar with Bank’s safeguard policies and processes, albeit under the old OP/BPs with ad-hoc project implementation unit (PIU) without dedicated staff to manage E&S risks. Given that Jamuna program will be the first ESF project for both institutions and involves substantial E&S risks, the proposed program will require dedicated and skilled human resources and sustained capacity development to assess and manage E&S risks and impacts.

A borrower capacity assessment of the implementing agencies will be carried out prior to appraisal as part of the preparation of the ESIA for the first phase of the program. This will assess the institutions involved in direct implementation of the project and their staffing and capacity to manage E&S risks and impacts. Additional in-depth capacity assessment also will be part of the Phase 2 ESIA which will be carried out during implementation of the first phase. This assessment will look at the broader institutions, collaboration and cooperation across boundaries and a more integrated and sustainable institutional arrangement for the management of the Jamuna river.

The findings of this assessment will inform the required E & S staffing and institutional strengthening for this proposed program and will be used to develop a long-term E & S capacity building program for the IAs which will be included in their respective Environmental and Social Commitment Plan (ESCP). It is however, envisaged that given the very complex nature of this project over two phases under MPA, the project should support the establishment of an ESMS within BWDB and BIWTA with adequate E&S staffing to manage the E&S risks.

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

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

High

**Environmental Risk Rating**

High

The proposed program would stabilize the Jamuna River to create a manageable navigation channel in the 205 km stretch between Sirajganj and the Indian border, and to create river-based opportunities for economic growth. The civil works interventions in Phase-1, which is the subject of this ESRS, will only involve scaled down pilot-level river training works and structures and installation of navigational aids. Phase 1 will also involve a series of technical and environmental and social studies for Phase-2 investments, which include preparation of the Jamuna River Navigation Master Plan, Resource Management and Operation Plan, detailed design and E&S studies as well as bid documents for dredging for navigation.

As mentioned, the first phase of the program will focus on scaled down pilot river training works and structures and navigational aids, which would have moderate to substantial environmental risk on the hydrology of the Jamuna river. The proposed river training activities are not yet tested and as such will be pilot-tested under the first phase of the program. In addition to potential risks and impacts on hydrology, the first phase may also pose risks related to occupational and community health and safety although these are expected to be low to moderate risk given that works are very much scaled down and will focus on pilots. During construction, there might be issues related to oil spills from vessels used in the collection and transportation of sands, cements and construction aggregates, dumping of geo-bags and small dredgers used to collect sand from river bed, as well as other solid and liquid waste pollution.

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Again given the scale of the works during the first phase, the risks and impacts from oil spills are expected to be low to moderate. During operation of phase 1, with the installation of navigation aids it is expected that the number of vessels plying on this river will increase, so there is also likelihood that accidents may also increase although the installation of navigational aids should reduce the risk to collision and accidents.

It is also important to recognize that there are parallel ongoing and proposed activities on the same river, sometime on the same stretch as phase 1, such as the Indian line of credit that supports dredging. Similarly, ADB supported Flood and Riverbank Erosion Risk Management Investment Program (FRERMIP) Project 1: River Stabilization and Development: Jamuna-Padma and Dependent Areas, has proposed comparable activities for even larger section of the river basin including further downstream. The risks from these potentially associated activities maybe substantial to high.

Considering the potential environmental risk of the scaled down pilot level river training works on the hydrology of the Jamuna river that would range from moderate to substantial and the phase 1 support to the preparation of high risk investments in the second phase, including dredging, the overall environmental risk rating of phase is assessed to be high. The high environment risk rating for phase 1 is mainly driven by phase 1 support to the preparation of high risk investments under Phase 2 rather than the scaled down pilot river training works under phase 1 and potential risk from associated facilities. Phase 2 investments are large scale and would include dredging that could pose high risk to the Jamuna river hydrology and biodiversity. Phase 2 will be subject to separate processing, review and approval by the World Bank Board.

**Social Risk Rating**

High

The social risk for the Phase 1 is rated as ‘High’ because it will focus on preparatory studies for phase II implementation involving major civil works related to river protection and navigation which will involve significant social risks on the livelihoods of the surrounding communities and may involve potential displacement of informal settlers living along the river and also presence of indigenous communities in the project area. In addition, there will be few pilot works related to river protection and may involve limited civil works in Phase 1. Also very importantly, from its beginning in the first phase, the Program is highly likely to attract high degree of vigilance and scrutiny by civil society, media and other stakeholders given its scale, ambition, and challenges and complexities related to E&S risk management which would pose high reputational risks to the Bank.

In addition, the social risk is also high due to ongoing associated works being implemented by BIWTA related to navigational dredging project with funding support from a Line of Credit by the Government of India, and another project on river stabilization and development is equally on the pipeline with funding support from the Asian Development Bank, to be implemented by BWDB. While detailed information on both projects are currently being collected, both might be clearly considered as “associated facilities” under the Bank’s ESF and E&S audit will be undertaken by the borrower to assess the policy frameworks and mitigation measures in place to deal with the impacts and risks.

**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**

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

The program is prepared following the Bank’s Multiphase Programmatic Approach (MPA) over 2 phases and both are expected to obtain separate approval from the Bank’s Board. Overall, the long-term impacts of the Program are considered to be positive for the communities and stakeholders as the various interventions are expected to stabilize the river banks of the mighty Jamuna and ensure year-round river navigation along the corridor and beyond, to India. This will lead to increased trade thus helping the local economy along the corridor and inviting further much-needed investment. The various piloting under the Program will demonstrate and are expected to establish a more environment-friendly and sustainable river banks management and river navigation methods helping Bangladesh to manage the resources of the Jamuna in a more cost-effective and sustainable manner.

The interventions in the first phase do not involve any major civil works. The main focus will be on financing (1) scaled down pilot river training works and structures; (2) purchase of equipment to aid river navigation; (3) technical studies and E&S assessments and plans; and (4) capacity building which will also include strengthening the E&S systems of the IAs.

The main anticipated E&S risks are in the Phase 1 are: (1) ensuring involvement and engagement of a broad array of stakeholders; (2) potential disruptions on the livelihood and lifestyles of the local communities from the pilot civil works, vessels for collection and transportation of sands, cements and construction aggregates, etc., as many community members depend on fishing and river transports for a substantial part of their incomes; (3) risk of SEA/SH from labor influx (4) potential risks and impacts on Jamuna river hydrology from the pilot river training works; (5) OHS and Community Health and Safety during construction and operation of phase 1; and (6) oil spills and water pollution and water turbidity from civil works.

The locations and detailed designs of Phase 1 activities will not be known prior to Board presentation, therefore, the Environmental and Social Impact Assessment (ESIA) that will be prepared and disclosed prior to Appraisal will be a fairly preliminary version based mainly on feasibility studies. This preliminary ESIA will be updated to a full, detailed version during project implementation, as part of preparing the detailed designs for the Phase 1 investments. This updating and finalization of the ESIA, including extensive stakeholder engagement, will be financed by the Project. The Terms of Reference for the ESIA preparation process (covering both preliminary and updating/finalization stages) will be discussed with and cleared by the Environmental and Social Practice Managers and the RSA. Phase 1 Appraisal board package will also include the draft ToRs for the E&S instruments of phase 2 which will be reviewed and cleared by ESSA.

The preliminary and updated ESIA for phase 1 will assess in detail the overall impacts of the interventions and include relevant mitigation measures. This will include assessment of the risks and impacts of relevant E&S standards: borrower’s capacity assessment, labor and labor influx, resource efficiency and pollution, community health & safety and SEA/SH risks, Land Acquisition, preliminary Bio-diversity Assessment and Management, Indigenous Peoples, Cultural Heritage and Stakeholder Engagement. The ESIA will also include an E&S Capacity Assessment of the Implementing Agencies (IAs), based on which a detailed E&S capacity building plan for the two IAs will be prepared. The Component 4 of the Phase 1 includes specific sub-component for the borrower’s E&S capacity building.

The ESIA for Phase 1 will include a “Rapid CIA” which will be prepared following the IFC Guidelines for Rapid CIA, while an in-depth CIA will be undertaken for Phase 2 during the implementation of Phase 1. Similar to the ESIA



approach for Phase 1, the Rapid CIA will be carried out in phased manner. Starting with the preliminary design, any already identified options and other relevant information that is available at this stage (including information from the E/S audit of the two associated facilities) and then updating and refining with the Phase 1 ESIA, during Years 1-2 of the project, as more relevant information from environmental and social baseline studies for the project’s area of influence and more detailed project design become available. This Rapid CIA should be sufficient for Phase 1, which is not expected to have significant cumulative impacts. The Rapid CIA will also inform the TOR of an in-depth CIA for Phase 2, which will be carried out as part of the ESIA process for Phase 2.

An independent “E&S Audit” that is to be carried out for the ongoing works in the same project area financed by the Indian LoC, etc., which are considered as associated facilities, would be an Annex to the preliminary ESIA for Phase 1. The E&S Audit will focus on the Associated Facilities (i.e., the ongoing dredging by India LOC in the north and proposed ADB dredging and river management project in the downstream). Because these two projects have only started recently, the audit will assess their preparation process (including nature and documentation of E/S assessment and stakeholder engagement), and the E/S management systems they have put in place, to determine how far their E&S systems, arrangements and practices to date are aligned with the Bank’s ESF. This review will identify any gaps and make recommendations for actions to address them. Based on the results of the audit, the project may consider the use of a “common approach” for E&S risk management as appropriate and necessary.

An E&S panel of experts (PoE) will be created to advice and guide the implementing agencies on E&S assessments and risk management, including implementation of the ESMP and risk management measures. The panel will include an aquatic biodiversity specialist and a livelihood restoration specialist and will be formed in early stage of the preparation of Phase 1. The composition of the Panel will be revisited as soon as risks are identified. Given the high biodiversity value of the Jamuna river and its environs, it may be appropriate to have a dedicated Biodiversity Expert Panel during the preparation and construction of Phase-2.

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

The borrower’s E&S framework is not considered for this program.

**ESS10 Stakeholder Engagement and Information Disclosure**

The potential stakeholders for Phase 1 will include groups and individuals from diverse backgrounds as follows: char land and river bank communities, local government institutions, CBOs, civil society and media at both local and national levels, water and land transports associations, traders and trade bodies both at local and national level, academia and research institutions, NGOs, etc. As part of ESIA and due diligence, the vulnerable and disadvantaged groups in the context of this program will be identified and will be engaged to understand their concerns and needs to accommodate in the project design. The program will engage with all relevant stakeholders with special focus on the vulnerable and marginalized groups. In this regard, the client/IAs will prepare a Stakeholders Engagement Plan (SEP) covering both IAs that is proportional to the nature and scale of the program and the associated risks and impacts. The stakeholder engagement process will start from the early stage of the phase 1 preparation and the SEP will detail the modalities of the engagement with the stakeholders commensurate to their relevance to the program. It’ll include detailed plan of activities for engaging the stakeholders and will also elaborate a Grievance Mechanism (GM) to receive and address any/all potential cases of grievances from the stakeholders as well as to receive any relevant feedback/comments from them. Given the potential high reputational risks of the program for the Bank, the continued engagement with the stakeholders throughout the project cycle based on receiving their



comments/feedback and meaningful consultations with them will play a key role in managing the associated risks. The SEP will detail the program’s communication strategy and closing the loop of the stakeholders’ feedback. Finally, the SEP will be disclosed as early as possible but 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**

The Phase 1 of the Program will involve only limited number of workforce and the number will be assessed during the project preparation. Of those employed, many are expected to be government officials on deputation to the project who may be considered as direct workers. There will be contracted workers as well, for whom small-scale labor camp may be required. The contracted workers may also include community members hired by the civil work contractors.

The overall labor risks for phase 1 is expected to be moderate given the modest number of workers to be employed by the project. The BWDB and BITWA, the two IAs will prepare Labor Management Procedures (LMP) proportionate to the risks of the Phase 1 that will detail the employment modalities for labor management ensuring that all employed labor will receive clear contractual agreement with detailed wage/remuneration rate and payment schedules/timeline. The LMP will also identify the various types of workers/labor including the primary supply workers that will be required under the Phase 1 including how these different categories of labor will be managed in compliance with the relevant national laws of Bangladesh and the ESS2. The LMP will also elaborate a stand alone Grievance Redress Mechanism (GRM) to deal with the labor related cases of grievances. The two IAs (BWDB and BIWTA) will also require the contractors to prepare and implement their respective Occupational Health and Safety Plan (OHSP) including Covid-19 related provisions following the Bank’s Technical Notes on Covid-19 Considerations in Constriction/Civil works project along with the World Bank Group’s Environment, Health and Safety Guidelines (EHSGs) and Industry Sector Guidelines for Construction Materials Extraction in order to ensure/manage the safety and health of the labor employed by the contractors. The OHS plan will be cleared by the Bank.

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

Construction materials for Phase-1 activities will be essentially sand and non-woven geo-textile fabrics with cements and aggregates in much lesser amount. These sands will be used to fill the geo bags and will be sourced locally by dredging from the river. Cements and construction aggregates will be used to construct concrete blocks and groins. It is likely that cements will be purchased from local producers, as the country is self sufficient in cement production. However, Bangladesh does not produced much of the aggregates and largely imports these materials from India and other neighboring countries. As the Phase-1 construction activities are scaled down and pilot level, the volume of these construction materials will be also in relatively small in quantities. However, the ESIA will assess issues with primary suppliers and sustainable sourcing. During the construction phase, air emissions will include exhaust from heavy vehicles and machinery including dredgers (collecting sand for geo-bags), and fugitive dust generated by construction activities. These sand collecting dredgers although small but are susceptible to produce oil spills. Pollution of these dredged sand can be of cause of concern if found contaminated. These sands should be routinely checked for contamination, and if contamination is detected beyond safe level use of the material will be stopped. Those who most likely to be affected from contamination, if found, are construction workers and people living within



the proximity of the construction sites. Provision for taking care of these issues should be included in the site specific ESIA, ESMPs and the project’s operational guidelines. During the immediate operation phase, increase of river traffic is expected, which should be emitting additional GHGs. Thus, GHG emission calculation will need to be part of the BIWTA’s project operation manual. The issue of cleaner production will be addressed through the ‘Environmental and Social Code of Practices and Operational Guidelines. This will be included in the ESCP. Greenhouse gas emissions from the program will be calculated following the methodology developed by the World Bank and will be integrated into the Phase-1 ESIA before appraisal.

**ESS4 Community Health and Safety**

The pilot river protection related civil works along with operationalization of the aid to navigation equipment, may potentially expose the communities in the impact zones in the Phase 1 to disruptions to livelihoods, health and safety risks including potential Gender-Based Violence (GBV) and Sexual exploitation and Abuse (SEA) from labor influx. The ESIA will assess the quantum of labor required including outside labor, the impacts on livelihood and will include mitigation measures. The contractors’ ESMP will include measures to mitigate/minimize the related risks measures and will put in place traffic management to address the inconveniences. The contractors will also be required to have their respective GBV/SEA Management Plan, Community Health and Safety Plan and code of conduct for their workers to address and manage the related risks and impacts.

The program’s ESIA will make a thorough assessment of the risks related to community health and safety and this will include assessment of risks related to GBV/SEA and in this regard, based on the assessment of the ESIA, specific GBV/SEA mitigation plans will be prepared by the IAs. The ESIA will also include provisions for the health & safety concerns of the project workers and the communities in the impact zones from the ongoing Covid-19 pandemic and these provisions will be incorporated in the bidding documents and the contractor’s ESMPs.

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

The land acquisition for phase-I pilot activities will be either nil or very limited. The ESIA will identify the need for land and assess other related impacts. Based on the findings in case land acquisition and resettlement is required, a Resettlement Policy Framework (RPF) will be prepared and subsequently, site-specific Resettlement Action Plan (RAP) during implementation.

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

The river Jamuna is arguably one of the most important freshwater aquatic ecosystems of the country. As inscribed earlier, this river is the home of multiple globally critically endangered wildlife species. A total of nine species of globally threatened vertebrate (wildlife) occur in the area. In terms of nationally threatened species, as many as 32 vertebrate wildlife and 22 freshwater fish are known to occur in the area . The survey also noted a total of 255 species of birds, of which a significant proportion is migratory winter birds. Among others, the river used to provide habitat to some of the critically endangered species like, the Gharial (*Gavialis gangeticus*) and black softshell turtle or Bostami turtle (*Nilssonina nigricans*). The project site is also in close proximity to two newly-declared (declared in

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2013) gangetic dolphin (*Platanista gangetica*) sanctuaries (Nagarbari-Mohanganj Wildlife Sanctuary - 408.11 ha, and Shilonda-Nagdemra Wildlife Sanctuary - 146.00 ha)

The river is an important habitat in terms of biodiversity and social asset and the ecosystem services it provides. However, phase 1 is not envisaged to significantly impact on biodiversity since the works are expected to be scaled down and at pilot level. That said, the preliminary ESIA to be conducted during preparation and disclosed prior to appraisal will assess the risks and impacts on biodiversity. The phase 2 ESIA, which will be conducted during phase 1 implementation, will involve a comprehensive biodiversity assessment and come up with a comprehensive Biodiversity Management Plan (BMP) following the mitigation hierarchy. Finally, it should be pointed out as well that the E&S Panel of Experts and potentially a Biodiversity Panel of Expert will be created at the earliest to advise the project on biodiversity issues and plans, including TORs, and other associated assessments and studies.

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

The Program corridor is likely to have indigenous communities although their presence in the footprints of the first phase is yet to be determined. A detailed assessment of the presence of IPs will be carried out as part of the preparation of the ESIA and based on these assessments, a detailed Indigenous Peoples Framework/Plan (IPF/P) will be prepared and implemented with the provision of free, prior and informed consent if project activities involved adverse impacts on IPs.

### **ESS8 Cultural Heritage**

Based on the ESIA of the previous RMIP Project, no specific site of cultural heritage was found in the area. However, the alignment of the Jamuna Program may not be identical to RMIP and hence, there may be some mosques, temples and graves at the project sites and adjacent areas under Phase 1 which may be affected by the project works. If they are found to be affected, they will have to be relocated and the relevant procedures will be included in the ESIA/ESMFs. Chance Find Procedures will be included in the ESIA/ESMF and works contracts. In case any cultural heritage pertaining to indigenous peoples (tangible or intangible) are found during the preparation of the ESIA or during implementation, the Indigenous Peoples Framework/Plan will incorporate the necessary provisions to properly address the related risks. The Borrower will also have to notify and closely coordinate with the relevant mandated country authority for the salvaging and restoration of such cultural heritage.

### **ESS9 Financial Intermediaries**

The Program will not require FIs in the Phase-1.

## **B.3 Other Relevant Project Risks**

The project will attract the attention of civil society and NGO/CSO organizations given the significant environmental and social impacts.



C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways

Yes

OP 7.50 is triggered because Project activities take place on the Jamuna River that forms part of the Yarlung Tsangpo/Brahmaputra river system, which is an international waterway according to the Policy. The Team is working with LEGEN to determine further processing steps during project preparation.

OP 7.60 Projects in Disputed Areas

No

TBD after project preparation; but based on preliminary discussion with LEGEN this OP is not expected to be triggered.

III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE

A. Is a common approach being considered?

Yes

Financing Partners

The Program will be jointly funded by Asian Infrastructure Investment Bank (AIIB). However, it was agreed with AIIB and the IAs/client that the Bank’s ESF will be applied to the whole program/corridor covering both Phase 1 and 2. The Program is also looking to additional funding sources and when such sources are determined an approach will be decided between the Bank and the future funder(s) along with the client through mutual negotiations. But, very importantly, based on the results of the E&S audit of the two associated facilities, the project may consider the use of a “common approach” with the client for E&S risk management in the Jamuna River ECP. This approach will need to be approved by the Bank Chief E&S Standard Officer and agreed with the other partners and the IAs.

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

Actions to be completed prior to Bank Board Approval:

Actions to be completed prior to Bank Appraisal:

Given the program footprints being common for both IAs, a single ESIA for both will be prepared. A preliminary ESIA will be prepared and disclosed Prior to Appraisal. This preliminary ESIA will be updated to a full, detailed version during project implementation, as part of the process of preparing the detailed designs for the Phase 1 investments. This updating and finalization of the ESIA (including extensive stakeholder engagement) will be financed by the Project. The other documents will include agency specific sections for each IA.

▪ Setting up of the independent E&S Panel of Expert at early stage of preparation of Phase 1 with one Aquatic Biodiversity Specialist and one Rural Livelihood Restoration Specialist as members, among others.

▪ Preparation, consultation and disclosure of the preliminary ESIA/ESMP for Phase-1

The ESIA for Phase 1 will include:

☑▪ a “Rapid CIA” which will be prepared following the IFC Guidelines for Rapid CIA

☑▪ Preliminary biodiversity assessment and management plan

▪ Preparation, consultation and disclosure of the Stakeholder Engagement Plan (SEP)

▪ Preparation and disclosure of Labor Management Procedures (LMP)

▪ Preparation, consultation and disclosure of RPF/RAP, if necessary

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- Preparation, consultation and disclosure of Indigenous Peoples Framework/Plan, if necessary
- Preparation and disclosure of Environmental and Social Commitment Plan (ESCP)
- ToRs for the ESIA, CIA, RPF/RAP, SEP, LMP, IPF/P and BMP and other studies for Phase 2.

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

- Implementation of Stakeholder Engagement Plan (SEP)
- Implementation of Labor Management Procedures (LMP)
- Preparation, implementation and monitoring of ESMP for the pilot civil works under phase 1
- Implementation and monitoring of RPF with preparation, implementation and monitoring of RAPs, if necessary
- Implementation and monitoring of IPF/IPP, as necessary
- Implementation of Institutional Capacity Strengthening Plan for both IAs and setting up of an E&S Unit for the Program at both IAs
- Implementation of the corrective action plan to respond to the gap-filling measures of the E&S audits of the associated facilities
- Preparation of the Phase 2 E&S documents

**C. Timing**

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

08-Mar-2021

**IV. CONTACT POINTS**

**World Bank**

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**Borrower/Client/Recipient**

Borrower: Ministry of Finance

**Implementing Agency(ies)**

Implementing Agency: Ministry of Water Resources

**V. FOR MORE INFORMATION CONTACT**

Public Disclosure



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## VI. APPROVAL

Task Team Leader(s):	Ye-Rin Um, Rajesh Rohatgi, Ahmed Shawky M. Abdel Ghany
Practice Manager (ENR/Social)	Christophe Crepin Recommended on 17-Nov-2020 at 06:22:16 GMT-05:00
Safeguards Advisor ESSA	Agnes I. Kiss (SAESSA) Cleared on 17-Nov-2020 at 21:20:23 GMT-05:00