



# Concept Environmental and Social Review Summary

## Concept Stage

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

Date Prepared/Updated: 06/20/2022 | Report No: ESRSC02837



**BASIC INFORMATION**

**A. Basic Project Data**

Country	Region	Project ID	Parent Project ID (if any)
Bangladesh	SOUTH ASIA	P177702	
Project Name	Integrated Corridor Management Dhaka North Project		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	1/11/2023	3/31/2023
Borrower(s)	Implementing Agency(ies)		
Economic Relations Division	Dhaka North City Corporation (DNCC)		

Proposed Development Objective

The Project Development Objectives are to improve accessibility for public transport users in selected corridors and to strengthen institutional capacity for urban transport management and interinstitutional coordination.

Financing (in USD Million)	Amount
<b>Total Project Cost</b>	<b>155.00</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 Project will implement integrated corridor management on the first metro rail corridor in Bangladesh and the first dedicated multi-use walking and biking trail in Dhaka. The Project aims to improve urban mobility and accessibility within DNCC in an integrated, efficient, and safe manner. A key focus will be the demonstration of integrated improvements in public transport services, traffic safety, and traffic and parking management along the Northern segment of the MRT-6 corridor. These interventions would be carried out in a coordinated fashion to increase their impact and serve as demonstration initiatives that can later be implemented in other critical corridors of the city.



**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 Project proposes to (i) upgrade the public transport system along the Begum Rokeya Sarani corridor - including improvements in traffic management, and safety and security of users, and (ii) to implement a bicycle lane and restore the adjacent canal along the Dhaka Mymensingh Road (Airport Road). Both interventions fall under the jurisdiction of Dhaka North City Corporation (DNCC).

The metropolitan city of Dhaka was divided into two City Corporations in 2011, Dhaka North and Dhaka South City Corporations (DNCC and DSCC). These two city corporations were expanded in May 2016 with 8 more neighboring Union Parishads each. The expanded DNCC now occupies about 200 square kilometers, comprising 54 wards.

Dhaka is known for extreme traffic congestion and air pollution, impacting equally the DNCC and DSCC areas. Currently, air pollution is a severe environmental and public health concern in Dhaka city. The average vehicular traffic speed is about 6 kilometers/hour, which is progressively further decreasing over time. This congestion is mainly a consequence of inadequate road infrastructure and public transport relative to the high population and economic density. The city is also highly prone to water logging caused by unregulated urban expansion affecting the natural drainage system. These factors directly contribute to very low livability in Dhaka, especially for the poor- and middle-income groups, women, children, the elderly, and persons with disabilities, among others. Public spaces and transport for city commuters are alleged to be unfriendly to women, girls, and persons with disabilities.

The Project responds to the city’s demand to improve vehicle and pedestrian mobility and safety including better management of bus bays, wider footpaths, safer crossings, traffic lights and parking, bicycle lane, canal improvement, and road quality improvements. Improving the safety and security of traffic also would add to the safer urban environment for the poor, women and girls, and persons with disabilities. The Project activities will be limited to existing available public lands; however, unused public spaces are generally not vacant and there are informal settlers in many areas. The neighborhoods and exact locations of interventions will be selected in the project implementation stage.

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

The Project will be implemented by Dhaka North City Corporation (DNCC). The DNCC is an urban local body headed by an elected Mayor. There is also an appointed Chief Executive Officer (CEO) in DNCC assisting the Mayor in all operational activities. Administratively, the DNCC reports to the Local Government Division (LGD) of the Ministry of Local Government, Rural Development and Co-Operatives (MoLGRDC). A dedicated Project Implementation Unit (PIU) will be set up within DNCC shouldering overall responsibility for implementing the project, including technical, operational, environmental and social, procurement, financial management, public awareness, and communication activities. The PIU will be headed by a Project Director (PD) and staffed with experts in technical, fiduciary, environmental, social, and other relevant fields. Engineering design, project supervision, contract management, and monitoring and evaluation (M&E) consultants will also support the PIU. LGD and DNCC are familiar with Bank’s safeguards and ESF requirements through their experience in working on several World Bank projects. Currently, DNCC is undertaking Dhaka North Neighborhood Upgrading Project (P165477) under the ESF. DNCC is also currently implementing the Bangladesh Urban Resilience Project (P149493) and the Municipal Governance and Services Project (P133653) under the safeguards. PIU representatives have also attended ESF client training provided by the Bank’s ES teams. DNCC also has experience with WB safeguard policies and processes and has a reasonable track record of implementing these. However, ESF is comparatively new to DNCC. A capacity and risk assessment for the

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implementing agency (including an assessment of DNCC’s environmental and social assessment framework and capacity to implement the project and to meet objectives of relevant ESSs) will be conducted during project appraisal. Appropriate capacity-building requirements will be determined at that stage.

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

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

Substantial

**Environmental Risk Rating**

Substantial

The scope of the Project is limited to urban areas in the municipality of North Dhaka, all within the Dhaka metropolitan area. Project activities are expected to occur within a 10-km north-south segment of the MRT-6 corridor (Begum Rokeya Sarani, currently under construction) and along the Dhaka-Mymensingh Highway (Airport Road), adjacent to the proposed MRT-1 (at a detailed design stage) and Dhaka Elevated Expressway (currently under construction). Project activities are expected to be limited to: (i) the construction of facilities for traffic management, safety, and bus priority lanes as well as repair/upgrading of secondary, feeder roads along the Begum Rokeya Sarani corridor. The interventions will also include the installation of additional traffic signals for vehicles and mid-block push button time countdown traffic signals for pedestrians, facilities for pedestrians and bicyclists, and signs and markings as well as the procurement of high-capacity buses and piloting the use of e-buses. (ii) the construction of a bicycle lane and walkway, and restoration of the canal along the Airport Road. Environmental risks and impacts of civil works (construction, repair/upgrading, and open excavations/trenching) supported by the Project are expected to be predictable and site-specific (confined to the selected corridors and secondary connecting roads), limited in duration (construction phase), and can easily be mitigated with good planning and construction practices. These risks and impacts are expected to include increased soil and water pollution due to improper care, handling, and storage of construction material and waste (hazardous and non-hazardous) and the generation of excessive noise and dust levels from trucks and other construction machinery. The expected impacts during the operation phase will be mostly positive as the integrated management of the transportation corridor is anticipated to improve the flow of traffic as well as the quality of public transport; this would also have positive effects on improving air quality as well as reducing commuting times within the Project area. The Project area is in Dhaka City Center and along the Airport Road, but the exact locations of the project activities and their design will be finalized during the implementation stage. The client will prepare an Environmental and Social Management Framework (ESMF), covering different typologies of sub-projects in consultation with all the stakeholders, for proper environmental and social risk assessment and management. Although the client has some experience with other World Bank projects under safeguards policies, there is a limited track record to date in implementing the ESF and additional efforts to develop the necessary capacity of the client for effective implementation of the ESF may be required. The environmental risk classification of the project is rated as Substantial at this stage of the Project based on the analysis of likely environmental risks and impacts combined with the client’s currently fragmented implementation arrangement and limited E&S risk management capacity.

**Social Risk Rating**

Substantial

The Project would entail the employment of labor for the construction of various types of traffic infrastructure and safety facilities. The employed labor will mostly be from local areas, and given the absorption capacity of the metropolitan area, the risk of labor influx is not expected to be significant. Some interventions may require the engagement of outside workers given their specialized nature. Potential labor-associated risks include OHS issues,

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working under a COVID-19 situation, unscrupulous labor practices including discrimination on hiring and assignment, interaction with the localities, and potential for GBV/SEA/SH. As these works will take place in an urban setting with densely populated neighborhoods and congested areas, there are health and safety concerns for adjacent communities and their structures caused by the construction activities themselves (waste generation, falling debris, open trenches, noise, vibrations, etc.) and related to traffic congestion. The private land acquisition for the project will be nil or minimal. However, there may be informal settlers occupying public land that may require resettlement. The extent of such impact will be known upon confirmation of the specific location of subprojects and screening of sites. Further, there may also be some legacy resettlement issues from ongoing projects around the proposed site which also need to be considered. Project locations may also include cultural heritage (tangible, intangible, etc) in the areas of intervention. Although the client has some experience with other World Bank projects, there is a limited track record to date in implementing the ESF and significant efforts will be required to develop the necessary capacity for effective implementation of the ESF. The social risk classification of the project is rated as Substantial at this stage of the Project based on the analysis of likely social risks and impacts combined with the client’s currently fragmented implementation arrangement and limited E&S risk management capacity.

## 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:**

Relevant. The Project will include the construction of facilities for traffic management, safety, and bus priority lanes as well as repair/upgrading of secondary, feeder roads along the Begum Rokeya Sarani corridor. The interventions will also include the installation of additional traffic signals for vehicles and mid-block push button time countdown traffic signals for pedestrians, facilities for pedestrians and cyclists, and signs and markings as well as the procurement of high-capacity buses and piloting the use of e-buses. Construction of a bicycle lane and walkway and restoration of the canal along the bicycle lane along Airport Road have also been planned. The proposed activities are expected to generate moderate to substantial ES risks and impacts primarily related to Occupational Health and Safety (OHS) concerns for contracted workers as well as to neighboring communities given the densely populated urban setting of the project area. Other risks and impacts are expected to include dust and noise emissions, soil and water pollution due to potentially hazardous material spills and silt runoff, generation and disposal of solid and liquid non-hazardous and hazardous waste as well as traffic disruptions/disturbance and road safety concerns due to the movement of construction equipment and vehicles. The Project area is located in an urban setting, which entails a significantly modified natural habitat and is unlikely to contain any critical habitat; project activities are expected to be undertaken largely within existing footprints, which are unlikely to directly contain cultural heritage or archaeological sites through houses of worship, graveyards, and old structures of cultural significance may be in the immediate vicinity. These impacts will be mostly temporary and reversible, restricted to the sites where the works will occur and can be mitigated by simple and well-known measures. During project operations, anticipated risks and impacts are potentially related to road flooding, road safety (in particular for pedestrians and bikers), and accumulation of trash around transportation hubs. Measures for mitigating these impacts will be reflected in the Project’s ESMF.

The Project area is in Dhaka City Center and along the Airport Road, but the exact locations of the project activities and their design will be finalized during implementation stage. The location of various interventions and designs have



not yet been finalized at this stage. Therefore, a framework approach will be adopted for proper environmental and social risk assessment and management. The client will prepare an Environmental and Social Management Framework (ESMF), covering different typologies of project activities in consultation with all the stakeholders. Project intervention and activities have taken into consideration the concept of inclusion of the vulnerable and the disadvantaged (including informal settlers, people living in slums around the project area, single women and female-headed households living in poverty in the project areas, etc). As part of the participatory process, community members and the disadvantaged people will be included in consultation through physical and online means for providing inputs on technical design features to be integrated (e.g. universal access features, gender-based conveniences) and the final design options, as well as providing inputs on safety security parameter selection and construction planning. The ESMF will include screening criteria based on which sub-projects would be screened and the level of required due diligence and mitigation measures will be identified (such as environmental and social impact assessment (ESIA), environmental and social action plans (ESMPs), etc.). ES screening and preparation of ESIA/ESMP would be undertaken as soon as subproject locations and the design are known, and to be completed before the bidding process. Since the GBV/SEA/SH risk is rated as Moderate, a GBV/SEA/SH Action Plan will be developed. The Project will also develop a Labor Management Procedure (LMP) to address labor-related issues as well as OHS concerns and a SEP to identify various stakeholders and to ensure participation of stakeholders during the full lifecycle of the Project. A Resettlement Policy Framework (RPF) will be prepared to address the issue of land acquisition (if any), and informal settlers, following the principles of ESS5. Given the linear nature of the project, the project may require minimal private land acquisition, which will be confirmed before the project appraisal. An environmental and social commitment plan (ESCP) will be prepared, which will document all the agreed actions by the Bank and the client for assessing and managing environmental and social risks during Project implementation. The ESCP will require the bidding documents to include ES provisions (including labor management, OHS, waste management, GBV/SEA/SH issues, etc) and the need for contractors for civil works to prepare their ESMP and LMP for their workers, and an Environmental, Social, Health and Safety Code of Conduct. The ESCP will include a commitment to developing a Traffic Management Plan for both the construction and operation phase of the project. The ESMF, RPF, LMP, SEP, GBV/SEA/SH Action Plan, and ESCP will be prepared by the Client or its designated consulting firm and disclosed by the Client before project appraisal.

Project activities are expected to occur within a 10-km north-south segment of the MRT-6 corridor (Begum Rokeya Sarani, currently under construction) and along the Dhaka-Mymensingh Highway (Airport Road), adjacent to the proposed MRT-1 (at a detailed design stage) and Dhaka Elevated Expressway (currently under construction). MRT-6, MRT-1, and the Dhaka Elevated Expressway are not funded as part of the project. They are not considered Associated Facilities, per the criteria for Associated Facilities under the ESF, because a) they were developed and set in motion before the project; b) work is being undertaken independently of the project, and c) they would have been constructed even if the project did not exist. Nonetheless, as part of the due diligence, the ESMF will also assess any potential E&S spill-over and legacy issues, including the condition of PAPs potentially having been previously resettled, and identify mitigation measures.

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

The client’s framework will not be used for this project.

**ESS10 Stakeholder Engagement and Information Disclosure**



Relevant. The selection and design of infrastructure, traffic nodes, safety and security features, bicycle lane, and canal improvement will be done through adequate citizen and stakeholder engagement, especially localities, pedestrians, think-tanks, academics, and entities working on traffic safety and improvement issues including involvement of disadvantaged and the vulnerable groups.

DNCC will prepare a Stakeholder Engagement Plan (SEP), identifying various stakeholders including Affected People (for example pedestrians, drivers of vehicles, local business owners and residents, local school students, and teachers, etc.), Interested Parties (Media, Academia, NGOs, civil society groups, organizations working on traffic safety, various ministries, international and national organizations, etc.) and Vulnerable Groups (single mothers living in poverty who may be displaced by the project, poor female-headed households in the vicinity of the project, people living in slums around the project areas and risk being resettled, informal settlers who need to move away due to project interventions, etc.), outlining general principles and a collaborative strategy and plan for an engagement process following this standard. Meaningful consultations with local communities on Project activities, designs, operation, and maintenance will be done adequately throughout the lifecycle of the Project. Local communities, including single women living in poverty in the project areas, slum dwellers around the site, persons with disability, disadvantaged groups, and the vulnerable will be consulted through door-to-door visits, and focus group discussions (FGD), SMS, community meetings. Etc. and feedback will be considered while finalizing the selection and design options. For consultation, preference will be given on how they want to be engaged with project preparation and implementation and the SEP will illustrate how local communities including vulnerable groups and individuals will be engaged in this process of consultation at various stages of project preparation and implementation so that the feedback loop is completed, integrating their inputs in the Project design. In case during the stakeholder mapping exercise, special needs on language requirements had been identified, the specific consultation exercise will be conducted using languages that are understood by these stakeholders.

To address concerns and complaints, a multilevel Project-level Grievance Redress Mechanism (GRM) will be designed so that concerns and complaints can be raised through multiple channels and addressed in a timebound fashion throughout the lifecycle of the Project. The GRM is intended to address issues and complaints in an efficient, timely, and cost-effective manner. PIU staff will be trained on addressing grievances including those that will be assigned to the grievance redress committees (GRC). A separate GRM will be available for labor-related issues under contractors and sub-contractors. Project-affected people in the project and any other stakeholder may submit comments or complaints at any time by using the project's (GRM). The GRM is also designed to address issues related to GBV/SEA/SH.

## **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**

Relevant. The Project will involve Direct Workers (consultants and PIU staff at all levels appointed by the implementing agency) and Contracted Workers to carry out Project-related civil works, as well as primary supply workers. The likelihood of labor influx is expected to be minimal since most the laborers will be recruited locally and the absorption capacity of the metropolitan area is high as opposed to any rural or peri-urban areas.



Labor-related risks may include unscrupulous labor practices including hiring practices, OHS issues since the civil works are likely to be in a complex environment and workers will work at heights, in a pandemic situation, low awareness of safe work procedures, engagement of child labor, etc.

A Labor Management Procedure (LMP) will be developed and a worker-specific GRM (for direct and contracted workers) will be planned. The LMP will identify labor requirements (how different categories of workers will be managed, following the requirements of national laws and ESS2) and labor-related risks associated with the Project as well as mitigation measures. The LMP will also include an analysis of OHS risks for laborers and the preparation of an OHS Plan before Project implementation. The LMP will exclude anyone below 18 years of age from being hired to work on the Project and no use of trafficked or forced labor will be allowed. Continuous monitoring by the client will be undertaken to ensure that child and forced labor restrictions are adhered to in the field. An age verification mechanism will also be implemented by checking government-provided documents and medical inspections and continuous monitoring, communication with laborers and appropriate punitive measures against the contractors will also deter the use of forced labor. All these will be reflected in the LMP. The LMP will provide specific details of procedures in light of ESS2 and national provisions to ensure that it provides a good basis for its application during implementation.

To ensure the health and safety of workers during the construction and operation phases, the PIU will require that OHS requirements are incorporated in the ES specifications of the bidding documents based on the site-specific ESMPs. The client will also be required to ensure that procedures on incident investigation and reporting (including Root Cause Analysis), recording and reporting of non-conformances, emergency preparedness and response procedures, and continuous worker training/awareness are implemented.

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

Relevant. Civil works (construction, repair/upgrading, and open excavations/trenching) during the construction phase may generate significant impacts related to the management of hazardous and non-hazardous waste (such as used oils, soiled sand and rags, car tires, empty chemical drums, metal scraps, and construction debris), air/dust and noise emissions (from vehicles and machinery), potential surface water and land contamination (due to oil spillage or releases) into nearby watercourses. Piloting the use of e-buses would entail the construction and installation of supporting infrastructure (charging stations and maintenance facilities) and generate impacts related to the management of hazardous and non-hazardous waste (in particular spent batteries). Construction activities typically use significant amounts of resources (water, raw materials, and energy) and there may be a need to explore ancillary facilities such as borrow-pits and quarries from which construction materials may be sourced, which will also be considered within the scope of the ESMF. In addition, Project operations are expected to generate waste around transportation hubs. Further assessment of risks and impacts and proposed mitigation measures relevant to the requirements of ESS3 (including use of raw materials and water as well as management of spent batteries) will be included in the ESMF.

The client will be required to prepare an ESMF in line with the measures specified in the General and Industry Specific (Toll Roads) EHS Guidelines related to storm water and waste to the extent technically and financially feasible and proportionate to the project's impacts and risks. Site-specific ESAs and ESMPs will provide measures for addressing soil and water pollution, dust and noise emission, management of hazardous and non-hazardous waste, and closure



of any ancillary facilities such as borrow-pits and quarries during the construction phase. As part of the Contractor's ESMP, a Waste Management Plan should be developed to outline practices for the collection, storage, transportation, and disposal of hazardous and non-hazardous waste. The client will also be required to develop a Waste Management Plan for project operations, which should include an assessment of current waste management practices in the project area and measures to increase community awareness of proper waste disposal, availability of waste collection facilities, and coordinated waste removal.

Project activities are expected to bring positive environmental benefits to the Dhaka metropolitan area due to improvements and greater integration with public transport, traffic (including the movement of pedestrians) and parking management, decrease in the fleet of vehicles in circulation (in particular, older buses) and piloting use of e-buses contributing to reducing air (GHG) emissions, and improvements of drainage networks along feeder roads.

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

Relevant. The Project will take place in a densely populated urban setting and will likely affect people living within proximity of the construction sites as well as pedestrian/vehicular users of the area and infrastructures along the corridor. The client will be required to assess risks and impacts on the health and safety of the community during all phases of the Project cycle as will be stipulated in the ESMF. Risks and impacts on the community could relate to the design and safety of infrastructure; during both construction and operation, risks and impacts could be related to traffic (movement of vehicles and construction materials), road safety, emergencies (accidents among road users and pedestrians) due to increased and congested traffic, and community exposure to nuisance and health issues. Anticipated impacts during the construction phase are related to labor influx, spread of contagious diseases (especially COVID-19), increases in noise levels, generation of dust (particulate material), risk of falling into open trenches, and movement of construction trucks and heavy machinery, which could lead to traffic disruptions (both the flow of vehicles and pedestrians) including additional congestion and accidents as well as serious injuries if access to construction sites is not adequately prevented and managed. During project operations, anticipated risks and impacts are potentially related to road flooding, road safety (in particular for pedestrians and bikers), and accumulation of trash around transportation hubs.

Labor will mostly be recruited from the local area and given the absorption capacity of the Dhaka metropolitan area, labor influx issues are expected to be minimal. As the GBV/SEA/SH risk is rated as Moderate, a GBV/SEA/SH Action Plan will be developed and the Contractor's Code of Conduct for workers will need to address issues related to GBV/SEA/SH including the provision of awareness training to workers. The Action Plan will also recommend SEA/SH risk mitigation measures during the operation phase of the project. The Project's ESMF will include guidelines for addressing issues related to contractor performance, traffic, and response to emergencies. This will also include measures to manage excessive noise and dust levels, waste storage, and disposal, water contamination due to run-off, site safety awareness and access restrictions, traffic management including the provision of alternative access points/roads, and road safety to include safety crossings for pedestrians. Given the pandemic context of operations, which could contribute to the further spread of the disease, implementation of a COVID-19 protocol (including social distancing and use of PPE) will also be required. Contractors will be required to ensure that all vehicles and machinery are operated only by professionally trained drivers and operators and to conduct periodic technical inspections of all vehicles and machinery to ensure that these are maintained in proper operating conditions.



As part of the Stakeholder Engagement Plan, a Social Communication Plan will ensure that the local population is informed of the safety procedures and emergency preparedness and response measures that need to be followed in the context of the project, in particular during the construction phase. This will also include a process for keeping local communities informed of the construction schedule and anticipated impacts as well as for receiving grievances or feedback from the community regarding project activities. The client will be required to monitor any incidents and accidents and report these to the Bank.

The Project will include road safety considerations as identified in the feasibility study to design and implement targeted interventions, which should include: (i) street layout that fosters safer vehicle speeds and pedestrian movement including safer crossing; (ii) traffic regulating measures that improve the flow of traffic and alleviates congestion; (iii) safe pedestrian and cyclist facilities (footpaths and dedicated lanes) and access to public spaces; and (iv) safe access to transport corridors, stations, and stops. This work will be undertaken in close consultation with key stakeholders. As reflected in the feasibility study, the client will ensure that structural elements are designed and constructed by competent professionals, including adequate integration with MRT-related infrastructure, and certified or approved by competent authorities or professionals to ensure their safety and universal access by people with disabilities as required by ESS4 and as stipulated in the Bangladesh National Building Code (BNBC).

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

Relevant. For all Project interventions, the Project will endeavor to use only public lands and the acquisition of private lands will be kept to a minimum, or none if possible. However, given the city's informal settler culture, several informal temporary shops, carts, and slums may be present in the planned area of intervention that may need resettlement. Further, there may also be legacy resettlement issues from the ongoing projects around the proposed sites which also will be considered. A Resettlement Policy Framework (RPF) will be prepared to guide the preparation of a Resettlement Action Plan (RAP) or Abbreviated RAP to address the issue of informal settlers in the Project area.

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

Not Relevant. Since the Project area is located in an urban setting, which entails significantly modified natural habitat, it is unlikely to contain any critical habitat. Although restricted to the Dhaka metropolitan area, there are areas with potentially sensitive environmental considerations such as along the Aviation Canal. Although the original vegetation cover is likely to have been significantly altered or removed altogether, these areas may nonetheless provide habitat for avian and small mammal species. The Project's potential impacts on local natural habitats will be assessed during project preparation and proposed mitigation measures will be reflected in the ESMF.

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

Not Relevant. Given that the Project is located in the center of a metropolitan area, no small ethnic communities, meeting the criteria of ESS7, are present in the Project area.

#### **ESS8 Cultural Heritage**



Relevant. The Project will be undertaken in the center of a metropolitan area where cultural heritage or archaeological sites such as houses of worship, graveyards, and old structures of cultural significance may be present. The screening will be undertaken during Project preparation to confirm their presence if any, and location.

The client will be required to avoid impacts on cultural heritage or to identify and implement measures to address impacts in chance-find situations. The client will develop an ESMF to guide how to address the risks and impacts of Project activities on cultural heritage.

**ESS9 Financial Intermediaries**

Not Relevant. No financial intermediaries are involved in the Project.

**B.3 Other Relevant Project Risks**

N/A

**C. Legal Operational Policies that Apply**

**OP 7.50 Projects on International Waterways** Yes

**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**

N/A

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

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

The ESMF, LMP, SEP, RPF, and SEA/SH Action Plan, as well as ESCP, will be prepared by project appraisal.

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

- Hiring E&S consultants to support E&S implementation by the PIU;
- Implementation of the Stakeholder Engagement Plan, and the establishment and functioning of an effective GRM;
- Implementation of Labor Management Procedure, including the establishment and functioning of an effective GRM for workers, and implementation of SEA/SH Action Plan;
- Implementation of Resettlement Policy Framework, preparation and implementation of RAP/ARAP when needed;
- Implementation of Environmental and Social Management Framework;
- Preparation and implementation of sub-project-specific ESF instruments such as ESIA, ESMP, etc;

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- Implementation of the capacity-building program on Environment and Social Standards;
- Incorporation of E&S and OHS Standards in the bidding documents for contractors, sub-contractors, and Supervision Consultants where relevant;
- The ME will report to the Bank and agree on measures and actions if a sub-project risk profile increases significantly at any stage during the life of the project;
- Reporting periodically on E&S performance including incident reporting.

**C. Timing**

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

15-Sept-2022

**IV. CONTACT POINTS**

**World Bank**

Contact:	Hua Tan	Title:	Senior Transport Specialist
Telephone No:	+1-202-458-0214	Email:	htan4@worldbank.org

Contact:	Maria Catalina Ochoa Sepulveda	Title:	Senior Urban Transport Specialist
Telephone No:	5355+3218	Email:	mcochoa@worldbank.org

**Borrower/Client/Recipient**

Borrower: Economic Relations Division

**Implementing Agency(ies)**

Implementing Agency: Dhaka North City Corporation (DNCC)

**V. FOR MORE INFORMATION CONTACT**

The World Bank  
 1818 H Street, NW  
 Washington, D.C. 20433  
 Telephone: (202) 473-1000  
 Web: <http://www.worldbank.org/projects>

**VI. APPROVAL**

Task Team Leader(s):	Hua Tan, Maria Catalina Ochoa Sepulveda
Practice Manager (ENR/Social)	Maria Beatriz Orlando Recommended on 15-Jun-2022 at 10:13:47 GMT-04:00
Safeguards Advisor ESSA	Pablo Cardinale (SAESSA) Cleared on 20-Jun-2022 at 16:18:7 GMT-04:00

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