



Concept Environmental and Social Review Summary

Concept Stage

(ESRS Concept Stage)

Date Prepared/Updated: 04/09/2019 | Report No: ESRSC00376



BASIC INFORMATION

A. Basic Project Data

Country	Region	Project ID	Parent Project ID (if any)
Vietnam	EAST ASIA AND PACIFIC	P169954	
Project Name	Southern Waterways Logistics Corridor		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	12/2/2019	5/5/2020
Borrower(s)	Implementing Agency(ies)		
Socialist Republic of Vietnam	Ministry of Transport		

Proposed Development Objective(s)

The project development objective is to improve the efficiency and safety of two key inland waterways in Southern Vietnam.

Financing (in USD Million)	Amount
Total Project Cost	331.00

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]

The proposed project interventions include: (i) upgrading two high-traffic and congested East-West and North-South Corridors to accommodate larger vessels and more logistics flows; (ii) navigational aids for safety along the entire length of the corridors; and (iii) a vessel traffic management safety (VTMS) system along the busiest waterway section. This will reduce logistics costs, time, greenhouse gas emissions and accidents.

D. Environmental and Social Overview

Public Disclosure



D.1. Project location(s) and salient characteristics relevant to the ES assessment [geographic, environmental, social]
The Project area is located in the Southern part of Vietnam, including HCMC, Long An, Tien Giang, Dong Nai, Ben Tre and Vinh Long provinces. It is bordered by Tra Vinh, Soc Trang, Can Tho and Hau Giang provinces at in the south, ; Dong Thap, Tay Ninh provinces at in the west, ; Binh Duong, Binh Phuoc provinces at in the north and Ba Ria Vung Tau and the East Sea at the east. The total project area is approximately 3,000 square km, and contains includes HCMC - the largest city most populated city in Vietnam by population. The population of the whole all Project-related provinces is about 17 million people; and is divided made up of about in a 50% of urban (with 8.4 million of people living in HCMC) and 50% of rural population. However, within the Project affected river/canal network, there are no major cities; it contains mostly and it is primarily made up of rural population and and peri-urban areas (including 5 townships). The main transport route in the Project area is river system of Tien River; with the Hau River (Bassac River) connectings to Soai Rap River; Dong Nai River via Cho Gao Canal. The Project area is divided into two distinct geographical settings: the Mekong Delta region (the East – West Corridor) and the greater HCMC region (Dong Nai and Ho Chi Minh City in the North – South Corridor). Both of the regions have a relatively flat topography and abundant and relatively stable annual rainfall from 1,400-1,900 mm/year with over 90% of the rainfall concentrate in the rainy season (from May to November). Two windy seasons are made of the northeast and the southwest monsoons. The former usually starts from November in the northeast, and a little bit later in the southwest, ending in April. The Project area has a dense river network with Tien and Hau rivers are being the main rivers of Mekong Delta (MKD) and Dong Nai, while the Thi Vai rivers are the main rivers of the Northeast (NE)-MKD. MKD and NE-MKD are usually not suffering from thedo not experience typhoons. However, these two areas are facing erosion, landslide, saltwater intrusion and droughts. The occurrence of erosion and landslide events along the river/canal network of the MKD is a quite common risk and hazard and has an increasing trendpresents a growing risk to the region’s population. In respect toRegarding saline intrusion, being located at the downstream portion of the Mekong River, Vietnam has severely suffered from the effects of rapid dam construction and hydropower development from upstream countries in recent years, including: China, Laos and Thailand, which has significantly exacerbated the negative situation. Along the Project canals/rivers, except for the area of Can Gio Biosphere Reserve, are common animals of the MKD and NE-MKD regions such as frogs, reptiles, insects, birds, etc. that mostly live along the banks of the dredging rivers/canals. Can Gio Biosphere Reserve, along Dong Tranh and Tac Cua Rivers, according to recent research result, the vertebrate of Can Gio including 9 amphibian species, 31 reptile species, 4 mammal species, of which some species are listed in the Vietnam Red Book as gecko, water monitor, Indian python, cobra, estuarine crocodile. The Can Gio mangrove forest plays an important role to ecological reservation and acts as a lung defense of Ho Chi Minh City. It also has a great potential for ecotourism with three main areas, including: Vamespecially Sat, Dan Xay and Lam Vien. Due to the important feature of the mangrove, UNESCO recognized Can Gio as the World Biosphere Reserve Area in 2000. However, the impact of the construction activities to on ecotourism activities is negligible as all of these three ecotourism areas are located far from the construction area of the Project - the distance of Vam Sat ecotourism area, the closest area to the construction site - is about 16 km.

D. 2. Borrower’s Institutional Capacity

The Ministry of Transport (MOT) will own the project, oversee project implementation, coordinate between central and provincial government agencies, ensure compliance with government rules and World Bank policy requirements of IDA Transitional Support. MOT will also be responsible for the approval of the overall feasibility study/construction investment report and overall procurement plan. As the line agency, MOT will approve detailed engineering designs and cost estimates, bidding documents/request for proposals, bid/proposal evaluation reports, evaluation reports and sign contracts; and review the quality of works and review periodic reports. Vietnam Inland Waterway Administration (VIWA) is the owner of national-level waterways, and the implementing agency for inland waterway policies. VIWA is responsible for the operation and maintenance of infrastructure along national rivers, including river



ports and for the provision of aids to navigation; as well as strengthening maintenance capacity, including for the project corridors. Project Management Unit-Waterways (PMU-W), assigned by MOT, will be the implementing agency of the project. PMU-W will be responsible for overall project management, including procurement, financial management, contract management, day-to-day supervision of project activities, training, monitoring and evaluation, and communication with the Bank. Provincial People’s Committees and Department of Transport (PPCs & PDoTs) will be responsible for the overall environmental and social safeguards of the project. Their responsibilities will include land acquisition, implementation of the resettlement and compensation of the respective inland waterway section(s) within their administrative jurisdictions. These implementing entities have been involved in preparation and implementation of many Bank-financed road projects and some inland waterways projects, including Hanoi Transport Development Project, Hai Phong Transport Development Project, Da Nang-Quang Ngai Expressway Project, Mekong Delta Transport Infrastructure Development Project, Northern Delta Transport Development. Therefore, they have experience with the Bank safeguards requirements. Although the PMU-W has been through the Bank’s Borrower ESF training in Hanoi in May 2018, it has no experience in preparing and implementing a project under the Environmental and Social Framework (ESF), including the concepts of proportionality and adaptive management, as well as the standards related to labor management, community health and safety, environment, health and safety (OHS), modified natural habitats and the requirements for systematic stakeholder engagement. Their capacity for ESF implementation will need to be strengthened, and targeted training focused on environmental and social risk management for the project stakeholders. The task team will provide the client with continuous support in environmental and social risk management during preparation and implementation.

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

A. Environmental and Social Risk Classification (ESRC)

High

Environmental Risk Rating

High

Type, location, sensitivity and scale of the Project including the physical considerations of the Project. The project will be implemented within the existing rivers and canals, and the nearby location to be excavated. The proposed project will not be located within the critical natural habitats and forests, archaeological and historical sites, or densely populated areas. However, the bend correction segments of Dong Tranh and Tac Cua rivers will require permanent clearance of 3.2 ha of mangrove forest in the buffer zone which is not a critical habitat of Can Gio protection forest, a UNESCO Biosphere Reserve, posing moderate risks and impacts on the biosphere reserve. In addition, there are numerous sensitive receptors located along the river and canal banks where project activities will be executed including water treatment plants.

Nature and magnitude of the potential ES risks and impacts, the nature of the potential risks and impacts. The project will help reduce pressure on road transport and associated adverse impacts such as traffic congestion, air pollution, noise, and road traffic accident. However, given its type, location, sensitivity and scale, and nature, the project is expected some to result in high environmental risks and impacts, associated with excavation and disposal of the excavated materials; changes in water flow due to bend correction and river cut-off; safety risks of UXOs; waterway traffic disturbances and risks including accidents; water quality affecting aquatic species and water supply along the rivers during construction. The project is expected to have: i) direct pollutant discharges that are large enough to cause degradation of air, water or soil; ii) large-scale physical disturbance of the site and surroundings with a large amount of earth excavation of about 8.6 million cubic meters during the construction phase resulting in high risks and impacts associated with excavation and disposal activities; iii) no extraction, consumption, or conversion of



substantial amounts of forest and other natural resources; iv) modification of hydrologic flow by bendt correcting and river cut-off of about 1.5 km; v) moderate amounts of hazardous materials not in more than incidental quantities, which are not expected to resulting in significant impacts during construction, but with a substantial risk of oil leakage if accident happen during operation.

Capacity and commitment of the Borrower to manage risks and impacts in a manner consistent with the ESSs. The country’s policy, legal and institutional framework, applicable to the Project sector are expected to be consistent with the ESSs to a large extent. The technical and institutional capacity of the implementing agencies (IAs) is strong evidenced by its direct successful design and implementation of big waterways transport projects. The IAs have good capacity and commitment to manage the risks and impacts under the current safeguard policies. However, only one staff of the PMU-W has been trained during the Bank’s Borrower ESF training creating substantial risks during implementation.

Other areas of risk that may be relevant. The project will be in the Mekong Delta which is under increasing influent of the global climate change, resulting in flooding and subsequent river and canal bank erosion. This will need to be factored in the project design and operation.

Social Risk Rating

High

Considering the volume and complexity of land acquisition and resettlement required, the number of contracted workers to be mobilized, and the range of other social impacts and risks identified in the social impact assessment (e.g. disruption of water based transport and livelihoods) a high social risk rating is justified. These impacts will be occurring across a wide geographical area, affecting ethnically diverse populations and a wide array of users of the waterways. Also, although the implementing agency has experience in successfully applying the World Bank's involuntary resettlement policy in previous bank financed projects, there are additional social risk management requirements specified by the new Environmental and Social Standards of the World Bank. Furthermore, the responsibility for land acquisition and resettlement (a major factor contributing to the high social risk rating) lies principally with district government units, who may not have the capacity to deliver the land required for the project (including resettlement sites) in a timely fashion.

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:

As part of E&S screening, the team has reviewed a number of relevant documents, including project concept note, the draft Feasibility Study, the draft ESIA, RPF, and RAP, Land Law, Labor code, Law on Environmental Protection, Law on Biodiversity. The main environmental risks and impacts are related to Component A and B of the project. The main environmental risks and impacts during pre-construction, and construction include: (i) safety risk due to UXOs; (ii) adverse impacts due to clearance of 3.2 ha of mangrove in the buffer zone of the 32,700 ha Can Gio protection forest, a Biosphere Reserve which is protected by the national regulation; (iii) Water pollution in the surrounding areas due to disposal of the excavated materials; (iv) risks to health and safety of local people and construction workers; and (v) water pollution due to dredging affecting aquatic life and water supply; (vi) waterway traffic safety risk; and (vii)



disturbances to waterways transport. The main environmental adverse risks and impacts during operation would include: (i) impacts on water quality and aquatic life as a result of increased waterway traffic; (ii) waterway traffic congestion and safety risk; and (iii) oil leakage due to waterway traffic accidents. An Environmental and Social Impact Assessment (ESIA) has been prepared under a Bank Technical Assistance following the requirements of the current safeguard policies. However, the ESIA has not been reviewed and cleared by the Bank. The ESIA will be revised in manner proportionate to the nature and scale and the potential risks and impacts of the project, and consistent with the requirements of the Bank Environmental and Social Framework (ESF). The ESIA will follow requirements of the relevant ESSs in identifying and managing the environmental and social risks and impacts including direct, indirect, cumulative, and residual impacts. There are a number of relevant adverse social impacts that need to be addressed including 1) land acquisition 2) resettlement, 3) disruption of water based transport and livelihoods, 4) disruption of river bank agricultural activities 5) health risks and risk of gender based violence from labor influx 6) disruption of land, livelihoods and cultural activities of ethnic minorities 7) disruption of intangible cultural heritage 8) and the risk of disproportionate impacts on vulnerable people (ethnic minority, female headed, elder and disabled households) in the project impact zone. Most of these impacts have been assessed, and mitigation measures proposed, as part of a social impact assessment (which includes a social action plan) already prepared by the implementing agency.

As an intergal part of the ESIA, an Environmental and Social Management Plan (ESMP) will also be prepared and included in the ESIA. The ESMP will consist of the set of mitigation, monitoring, and institutional measures to be taken during implementation and operation of a project to eliminate adverse environmental and social risks and impacts, offset them, or reduce them to acceptable levels. The ESMP also includes the measures and actions needed to implement these measures. The project implementing agency will (a) identify the set of responses to potentially adverse impacts; (b) determine requirements for ensuring that those responses are made effectively and in a timely manner; and (c) describe the means for meeting those requirements.

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

Although Vietnam has an advanced E&S Framework, there are gaps between the environmental and social assessment regulation and practice, especially in description of the environment, level of impact analysis and mitigation measures, and public consultation and disclosure of information. In addition, there is no experience of the implementing agencies in implementing and applying ESF and its associated environmental and social standards. Therefore, there are no plans to use the Borrower’s E&S Framework within this project.

ESS10 Stakeholder Engagement and Information Disclosure

Along with the project proponents (Ministry of Transport & PMU-Waterways), direct beneficiaries and project affected people, there are a number of interested parties identified as stakeholders in the analysis conducted as part of the social impact assessment. These include the Provincial People’s Committees, District (and Town) People’s Committees, Compensation Committees and Land Fund Development Branches of the Districts, Women’s Unions and Ethnic Boards of the provinces, Political-Social Organizations (Fatherland Front, Women’s Union, Farmers’ Union, the Youth Union, the Elderly Union) as well as Village and hamlet level decision making bodies. During the preparation of the project, stakeholder participation in the design of civil works will contribute significantly in adjusting design to minimize socio-economic impacts, identifying appropriate mitigation measures, and to securing social license to operate. , as well as mitigating unexpected impacts caused by construction works to the life of people in the community, especially social and environmental impacts during construction and operation of construction works phases. In addition to the stakeholder analysis and engagement plan already prepared, the implementing agency will



be required to prepare a project level grievance redress mechanism that is publicized, accessible, allows anonymity, maintains records, and provides feedback to complaints.

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 project will require direct workers (for the implementing agencies), contracted workers (at least 300 to work on construction sites for third party contractors) and primary supply workers (to provide aggregate material). The project is not expected to require community workers. Vietnam already has in place a relatively comprehensive (and evolving) framework for labor and working conditions. having ratified the following ILO conventions: Forced Labor, Labor Inspection, Equal Remuneration Convention, Discrimination (Employment and Occupation), Minimum Age, the Worst Forms of Child Labor, Occupational Health and Safety. Vietnam is also working towards ratification of: Freedom of Association and Protection of the Right to Organize Convention, Right to Organize and Collective Bargaining Convention; and Abolition of Forced Labor Convention. One challenge on the application of this framework is the lack of systematic labor inspection, especially when it comes to construction contractors and primary suppliers, where there is a heavy reliance on self-reporting. An implementation unit (Waterway's PMU) is already in place, and the labor management procedures for this unit will be assessed during preparation. For contracted workers, a template for labor management procedures will be developed for inclusion in the bidding documents. For primary suppliers of materials, there is not the practico experience, or practice, of conducting due-diligence on labor and working conditions among potential sources of aggregate material. Therefore, a monitoring procedure will need to be in place prior the commencement of works, to ensure compliance with national laws and ESS2. In addition to labor management procedures, and primary supplier monitoring systems, the implementing agency will develop OHS procedures, a grievance redress mechanism specific to labor and working conditions, and a system for monitoring third party contractors compliance with agreed OHL and LMPs.

ESS3 Resource Efficiency and Pollution Prevention and Management

Given the type and large scale of the project, significant amount of resources and materials will be required, and the adverse impacts on human health and environment are expected to be substantial to high. Nevertheless, risks and impacts related to the release of pollutants, waste generation, the management of disposal materials and hazardous wastes, impact on community, and resource use efficiency will be assessed, mitigation measures proposed during project preparation. The dredged materials may be naturally polluted by acid sulphate. The potential adverse risks and impacts related to dredging, storage, transportation, and disposal these materials will be assessed in detailed during the ESA process with associated proposed mitigation measures. A dredged material management plan will be prepared will be prepared to manage these risks and impacts. Risks and impacts due to generation of non-hazardous waste as well as hazardous wastes will also be addressed during the ESA process taking into account the standards measures in the World Bank Group Environment, Health, and Safety Guidelines.

The project will not involve pesticide use. During the environmental and social assessment process, if it is determined that the project will produce significant emissions due to exhaust gases during construction and operation, an estimate of gross GHG emissions resulting from the project will be required, providing that such estimation is



technically and financially feasible. To the extent technically and financially feasible the project will adopt measures, specified in the WB Group ESHG and other Good International Industry Practice, for efficient use of raw materials and for optimizing energy use.

ESS4 Community Health and Safety

The social impact assessment conducted for the feasibility study, correctly identify risks related to human trafficking and gender based violence associated with worker influx. An initial risk assessment for gender based violence conducted by the task team indicated that the risk was low to moderate, with most of the labor required being sourced locally, and the works taking place in peri-urban areas. The Community Health Action Plan prepared as an annex to the social impact assessment includes a number of measures to address these risks, but will need to be updated to meet the requirements of the ESF standard on Community Health and Safety, and to reflect the lessons from the good practice note on addressing Gender Based Violence in World Bank financed projects. Other aspects of community health and safety that need to be considered during preparation include risks to human health, associated with water and road traffic safety, as well as the disposal of sludge. Therefore a road and waterways traffic management assessment may be necessary, as well as the pre-identification of sites for the safe disposal of sludge from dredging. Standard measures in the World Bank Group Environment, Health, and Safety Guidelines (EHS) to ensure the community health and safety of communities during the construction of and operation of project financed infrastructure will be considered. These include the measures in general facility design and operation, communication and training, and the measures to address physical hazards, chemical hazards, personal protective equipment, special hazard environments, and Monitoring. In addition, impacts on ecosystems and their services will be assessed due to clearance of a mangrove area. However, the need for additional measures of this ESS will be further assessed during project preparation as part of ESA process.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

The project will require a significant amount of household resettlement (896 households), land acquisition (2,077,248 m²) and economic displacement (includes 820 households that will be severely affected as they will lose 20% or more of their agricultural landholdings and adverse impacts on 158 business households). The current project design proposals for embankments have considered the need to reduce land acquisition and resettlement in densely populated areas, proposing a vertical (as opposed to slope) design solution for embankments in residential and commercial areas. The resettlement and land acquisition impacts have been assessed, and compensation and assistance measures proposed, in a five provincial level resettlement plans that were prepared as part of the feasibility study. In addition, for other works and temporary impacts that could not be anticipated at the feasibility study stage, a resettlement policy framework has been prepared. This includes the possibility of land acquisition necessary for the disposal of significant amounts of dredged material, following dredging works (it is estimated that 8.5 million m³ of dredged materials would require 5-6 million m² of land). It should not be noted that these instruments have been prepared to meet the requirements of the previous world bank policy on involuntary resettlement, and will need to be reviewed and updated, to meet the requirements of the new standard (e.g. on forced eviction, tenure security for informal users etc).

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources



The project activities will be implemented within the existing rivers and canals which are being use for waterway transport. These rivers and canals are home to aquatic species. In addition, the project will permanently clear 3.2 ha (or 0.00009%) of the 37,000 ha of the buffer zone which is not a critical habitat of the 32,700 ha Can Gio protection forest (with about 20,000 ha of plantation forest and 12,700 ha of regeneration forest). Can Gio protection forest is protected mainly for the purpose of maintaining a large carbon sink. Given the small scale of land clearance and the nature of the habitat of the buffer zone, the risks and impacts of the project on the protection forest and biodiversity are not expected to be significant, and thus a biodiversity management plan would not be needed. The impacts on the buffer zone and associated mitigation measures will be assessed and included in the ESIA. Care will be taken to ensure that the project impacts on the aquatic species and the ecosystem of the biosphere reserve are well assessed and managed. The Borrower will conduct the environmental and social assessment in accordance with requirements of ESS6 during project preparation and implementation, including impacts on Can Gio protection forest and the modified natural habitats such as the waterways and their ecosystems during construction and operation. At minimum the environmental and social assessment process during project preparation will assess potential risks and impacts to natural habitats from the various project activities, including potential direct, indirect, and cumulative impacts on key biodiversity receptors.

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

The Khmer people are present in the project area, and have a long history of collective attachment to the land they occupy (along with a distinct identify, language, and socio-cultural institutions). They represent the second largest population in Vinh Long province, accounting for 2.1% of the province's population, and mainly reside in remote and isolated communities along canals. The social impact assessment conducted for the project included a dedicated module on project impacts on the Khmer people. This module included was based on, five consultation exercises, which were implemented in the communes where the Khmer people are residing in the project area. These consultation events included group discussions, participant observations, and community meetings which followed the principles of free, prior, and informed consultation. In addition In-depth interviews were carried out with the staff of the Tra On District Ethnic Minority Division as well as officials in charge of culture of Loan My, Tan My, Thien My, and Tuong Loc communes. Some of the main issues raised included Land acquisition impacts on the EMs; Livelihood activities of Khmer EM people living along Mang Thit river; Cultural practices of the Khmer related to rivers and water; and Land use practices of the Khmer and traditions and customs related to land acquisition use. These consultation events formed the basis for the preparation of a project level Ethnic Minority Planning Framework, as well as a combined Resettlement and Ethnic Minority Development Plan for Vinh Long province. The EMPF was prepared, as there are construction stage impacts, that are difficult to quantify during the design and preparation phase of the project including: (i) impacts on aquaculture; (ii) impacts on water use for irrigation; and (iii) impacts related to waterway transport (iii) and social and land use impacts related to the disposal of sludge material resulting from dredging. Given that these instruments were prepared with the requirements of the World Bank's Indigenous Peoples Policy in mind, they will need to reviewed and updated to comply with the requirements of the Environmental and Social Framework Standard on Indigenous People (e.g. on Free, Prior and Informed Consent). The potential project impacts that may require Free, Pree and Informed Consent (FPIC) include those impacts related to land acquisition and relocation of ethnic minority households, as well as impacts on cultural activities. According to the current project design, seven ethnic minority households, all Khmers, are directly affected by land acquisition, 4 through loss of residential land and 3 through loss of agriculture land. Furthermore, the Khmer have many festivals associated with water, especially the annual boat racing held in the area of Loan My and on the Mang Thit River, that



could be adversely affected by construction activities financed under the project. It is also possible that Khmer households and communities may be adversely impacted by the disposal of sludge material resulting from dredging activities to be financed under the project.

ESS8 Cultural Heritage

Given the nature, scale, and location of the project, it is expected to cause some adverse impacts on tangible local cultural heritage such as pagodas, churches, family shrines, cemeteries or temples. The scope of applicability of this ESS will be further assessed during project preparation as part of ESA process. In any case, the ESA will at a minimum produce a chance find procedure for physical cultural heritage that may be affected during project implementation, as well as a screening process to minimize possible impacts on cultural heritage such as pagodas, churches, family shrines and temples.

ESS9 Financial Intermediaries

The project will not channel funds through financial intermediaries, but will be managed by a central implementing agency.

B.3 Other Relevant Project Risks

No other relevant project risks envisaged.

C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways

Yes

The project will be implemented on a number of the canals and rivers which are connected to the Mekong River, an international waterway. The proposed investments under the project will involve the use or potential pollution of those canal and rivers, and hence the international waterway additions or alterations that will rehabilitate, upgrade, or make changes to existing schemes affecting the upstream riparian countries. Therefore, the policy will be triggered for the project. The determination of whether an exception to the notification requirement is justified or not (in which case a notification process will be undertaken) will be made prior to the approval of the Project during Project preparation.

OP 7.60 Projects in Disputed Areas

No

The project will not be implemented in disputed areas.

III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE

A. Is a common approach being considered?

No

Financing Partners

No common approach is considered.

Public Disclosure



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 Board Approval:

- Revise the ESIA to be consistent with the ESF requirements
- Revise the Resettlement and Ethnic Minority Development Frameworks, and the associated plans
- Revise the Stakeholder Engagement Plan (SEP), and included details on a grievance redress mechanism for the project
- Prepare the Labor Management Procedures (LMP), OHS procedures and Grievance Mechanism for project workers,
- Prepare monitoring mechanisms for labor and working conditions for primary suppliers and third party contractors
- Complete the Environmental and Social Commitment Plan (ESCP)
- Prior to project appraisal, disclose the SEP, RAPs, EMDP, RPF, EMPF, ESIA, and ESCP in a timely manner, in an accessible place, and in a form and language understandable to project-affected parties and other interested parties as set out in ESS10, so they can provide meaningful input into project design and mitigation measures.

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

Possible issues to be addressed in the Borrower ESCP:

- Commitment to prepare the relevant instruments per Environmental and Social Standards (ESSs’) requirements.
- Adequate allocation of resources (human, finance) for application/implementation of ESF, ESSs and relevant instruments.
- Commitment to prepare and implement a capacity build plan with strong focus on application/implementation of ESF, ESSs and relevant instruments.
- Update the joint Ethnic Minority Peoples Plan (including details on FPIC if necessary) including a dedicated Grievance Mechanism as required by ESS7 (para 13)
- Update of Site Specific Resettlement Plans, based on detailed designs and the latest Detailed Measure Survey and Replacement Cost Study, and establish associated grievance redress mechanism
- Establish a Project Level Grievance Redress Mechanism

C. Timing

Tentative target date for preparing the Appraisal Stage ESRS

20-Aug-2019

IV. CONTACT POINTS

World Bank

Contact:	Phuong Thi Minh Tran	Title:	Senior Transport Specialist
Telephone No:	5777+7357 /	Email:	ptran1@worldbank.org
Contact:	Yin Yin Lam	Title:	Senior Transport Specialist

Public Disclosure



Telephone No: 5720+71270 /

Email: ylam@worldbank.org

Borrower/Client/Recipient

Borrower: Socialist Republic of Vietnam

Implementing Agency(ies)

Implementing Agency: Ministry of Transport

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):	Phuong Thi Minh Tran, Yin Yin Lam
Safeguards Advisor ESSA	Peter Leonard (SAESSA) Cleared on 08-Apr-2019 at 17:01:0 EDT
Practice Manager	Almud Weitz (PMGR) Concurred on 09-Apr-2019 at 12:14:22 EDT