



Concept Environmental and Social Review Summary

Concept Stage

(ESRS Concept Stage)

Date Prepared/Updated: 07/16/2019 | Report No: ESRSC00712



BASIC INFORMATION

A. Basic Project Data

Country	Region	Project ID	Parent Project ID (if any)
Nepal	SOUTH ASIA	P170409	
Project Name	Nepal Strategic Road Connectivity and Trade Improvement Project		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	4/24/2020	5/20/2020
Borrower(s)	Implementing Agency(ies)		
Ministry of Finance	Ministry of Physical Infrastructure and Transport, Ministry of Industry, Commerce and Supplies		

Proposed Development Objective(s)

To improve transport efficiency on selected project corridors and strengthen institutional capacity to improve connectivity and facilitate trade.

Financing (in USD Million)	Amount
Total Project Cost	650.00

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 seeks to address poor transport connectivity and trade facilitation - two notable reasons for Nepal's low competitiveness, a key factor limiting its growth - through increasing efficiency in movement of people and goods within and across the borders to enhance access to markets and opportunities and trade competitiveness. The Project will support (a) improvement of two selected road sections, one each in the pivotal north-south and east-west highway corridors that are providing critical linkages within the country and beyond via regional connectivity

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with India, China, Bhutan and Bangladesh; (b) road sector reform and institutional strengthening in terms of realignment of the public expenditure more towards core elements of the Strategic Road Network (SRN) and enhancing capacity of the Department of Roads (DoRs) to better manage the SRN; and (c) trade facilitation, wherein the level and quality of border infrastructure will be improved in select locations in keeping with expected growth in trade volumes via those points, selected labs will be enhanced with equipment and/or accreditation to enhance market access for agricultural commodities. The proposed investments in roads will be complementary to investments being made or planned across the border in India in enhancing the connectivity via road, rail and waterways, as well investments in border crossing infrastructure. Through these investments, the Project shall also seek to demonstrate ways to address three critical challenges plaguing the road sector, viz., sub-optimal contracting structures, road safety and climate impacts. The proposed interventions together are envisaged to reduce time and costs of transport and trade facilitation, increase safety and resilience of road improvements and enhance market access, and thereby significantly improve Nepal's transport and trade connectivity with its neighbors India and China and also Bangladesh and Bhutan (via India).

D. Environmental and Social Overview

D.1. Project location(s) and salient characteristics relevant to the ES assessment [geographic, environmental, social]

The proposed project will support the improvements of the existing 96km Nagdhunga-Naubise-Mugling (NNM) Road, construction of a new 2-lane 12km bypass from Sisne Khola to Dharke also in the NNM Road and the upgrading of the Kamala-Dhalkebar-Pathlaiya (KDP) Road along the East-West Highway from 2-lane to 4-lane. It will support trade facilitation to enhance trading and border infrastructure at selected locations such as improvements in wholesale markets, collection centers with cold storage, land customs stations and equipping and accreditation of selected laboratories and training and capacity building. The proposed project will also support strengthening of the Department of Roads (DoR) to improve its capacity for better management of the road assets and environmental & social risks and impacts, quality control, advanced designs and analytics that could help improve the investment planning, prioritization and allocation processes.

The designs and works for both NNM Road and KDP Road will have provisions for road maintenance as well as better management of climate change impacts and road safety related issues and risks. Both the NNM and KDP Roads are existing roads while the 2-lane 12km bypass from Sisne Khola to Dharke will be a greenfield. The NNM Road starts in Kathmandu District and ends in Chitwan District passing through populated areas, terraces, undulating cultivated lands and hilly and mountainous areas with many unstable slopes and active landslides. Majority of the land use in the NNM Road is cultivated lands, followed by forests, settlement areas and water bodies. There are no protected areas or national parks along NNM Road. The land use within the 12km greenfield bypass from Sine Khola to Dharke is comprised of forest areas, agricultural lands and settlement areas inhabited by mixed communities, including some Dalits and indigenous groups, as identified by the GoN. The existing KDP Road, on one hand, passes through the buffer zone of the Parsa National Park that supports high biodiversity and wildlife such as Bengal tiger, Asian elephant, sloth bear, striped hyena, barking deer and many more wildlife species. Majority of the land use in the KDP area is comprised of agricultural lands, forests and settlement areas.

D. 2. Borrower's Institutional Capacity

DoR is a long time client and partner of the World Bank and is quite familiar with Bank safeguard policies and Bank processes. It currently implements IPF operations such as the Road Sector Development Project and the Nepal-India Regional Trade and Transport Project (NIRTTTP) and the hybrid Program for Results and IPF Bridge Improvement and Management Program (BIMP). DoR also implements many ADB-funded projects and is also very familiar with ADB's



safeguard policies. It has established the Geo Environment and Social Unit (GESU) and has a good experience and acceptable track record in implementing the ESMP and RAP for the Narayanghat-Mugling (NM) Road financed under NIRTTP and RSDP particularly on bioengineering for slope protection and stabilization and recently the wildlife passages implemented in NM Road although its track record and performance on implementing occupational and community health and safety, labor influx, gender-based violence, etc. is quite weak. GESU provides advisory services for DoR units involved in projects upon request. GESU currently has 5 permanent staff but has a pool of individual consultants and consulting firms that it can tap for EIAs and IEEs of DoR projects. A detailed E&S capacity and systems assessment of DoR vis-a-vis all E&S standards will be undertaken during preparation following the Bank Guidance Note on Assessing Borrower Capacity at the project level. The assessment of DoR will take off from the Environmental and Social Systems Assessment conducted for BIMP2, the outcomes of the assessment will inform the E&S capacity building program that will be supported and financed by this proposed project. The capacity building program will also extend to the trade facilitation component implementing agency despite the relatively moderate risk involved in that component given the small scale nature of the interventions in that component.

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

A. Environmental and Social Risk Classification (ESRC)

High

Environmental Risk Rating

High

The environment risk rating for this proposed project is assessed to be High due to its potential impacts on biodiversity, landslide-prone areas and unstable slopes and health & safety. The KDP Road passes through the buffer zone of the Parsa National Park with known high biodiversity and wildlife and avifauna species some of which are critically endangered, endangered, vulnerable and near threatened, while the new 12km bypass is located in forest areas. The NNM Road, on one hand, is located in many active landslide areas and unstable slopes.

The improvements and widening of the KDP road could potentially affect biodiversity and transboundary wildlife migration if no passages are constructed while works at NNM road could trigger landslides in unstable slopes. During construction, health & safety issues and potential increase in road or traffic-related accidents especially along the NNM road, which is the main road connecting Mugling to Kathmandu, will be a key risk. In the greenfield 12km bypass, there may be significant number of trees to be cut, to the extent that they cannot be avoided. Also in NNM Road, demand for stone and aggregates could induce increased quarrying leading to landslide and erosion risks. Several road side settlements will be exposed to noise, dust, air pollution and safety risks. Works related to trade facilitation activities are not expected to have adverse environmental impacts since these are small to medium scale works mainly involving improvement of existing structures.

During operation, it is expected that impacts will mainly be positive on the economy with increased regional trade between Nepal and India. Traffic-related safety is also expected to improve with the safety features of the improved and/or widened roads.

Social Risk Rating

High

The social risk rating for the proposed project has been assessed to be “High”. The High-risk rating is due to the considerable amount of land that will need to be acquired for road expansion, for building the new road and also for



civil works construction under the trade facilitation component of the project. In a number of cases, indigenous communities will be affected. The project's RAP indicates that a total of 710 households will be affected by NNM, including the greenfield 12km bypass, and deed transfer is required for 957 plots. In total 181 private and 10 public structures will be affected due to NNM upgrading and the 12km bypass, which mainly passes through agriculture lands and settlements. In some areas a process of Free, Prior and Informed Consent (FPIC) may be required if indigenous communities require relocation. The road expansion and construction works are also likely to affect a significant number of households involved in petty businesses that include tea shops, fruit and vegetables stalls, and small grocery markets. During construction, there will be potential issues of labor influx, health and safety impacts and gender-based violence (GBV) in relation to all roads; traffic safety risk will be particularly high along the NNM road, which is the main road to Kathmandu. However, if the project is able to manage these risks to a satisfactory level, it is expected that it will produce a number of positive impacts on the local, regional and national economy with increased regional trade between Nepal and India. DoR is a long-time client and partner of the World Bank and is quite familiar with Bank safeguard policies. It has good experience and a modestly satisfactory track record in implementing the ESMP and RAP for the Narayanghat-Mugling (NM) Road financed under NIRTTP. The proposed project is the first project for DoR that applies the ESF. Some of their E&S staff/consultants participated in ESF training for clients, some did not. It is expected that DoR may not have experience in managing labor management and FPIC; additional capacity building on these topics will be needed.

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:

The NNM Road has detailed Environmental and Social Impact Assessment (ESIA) that also covers the 12km bypass, Resettlement Action Plan (RAP) and Vulnerable and Community Development Plan (VCDP) prepared following the Bank's safeguard policies. The KDP Road was covered by an upstream Environmental and Social Assessment and the Biodiversity Assessment for the 360km Kakarbhitta-Pathlaiya Road Section of the East West Highway. Based on the assessments, the key risks and impacts of the project include: (i) negative impact on biodiversity, wildlife mobility and transboundary migration; (ii) cutting of trees during construction especially in the new 12km bypass and along some sections of the KDP Road; (iii) health & safety of workers and communities along the road corridors where works will be carried out but also along transport routes of construction supplies, materials and equipment; (iv) exposure of population along the ROW and transport routes to noise, dust, vibrations, air pollution and traffic-related risks; (v) siltation and sedimentation of waterways close to the construction works; (vi) landslides resulting from works and vibrations in landslide-prone areas and unstable slopes; (vii) land acquisition along the ROW; (viii) physical and economic displacements along the ROW; (ix) increase risks of gender-based violence. In Nepal, most of the project workers are from outside the project areas because most of its labor force have gone overseas to work. Thus labor influx and social issues that come with it may pose a serious risk to the project. During operation, E&S risks and impacts are largely positive with increased trade and economic activities and safer roads.

The ESIA, RAP and VCDP for the NNM Road will be reviewed and updated and retrofitted to meet the requirements of the ESF, while the ESA for Kakarbhitta-Pathlaiya Road will inform the site-specific ESIA, including the conduct of a cumulative impact assessment which is proposed to be included in the ESIA for the KDP Road. RAP/RPF and VCDP will also be prepared for relevant subcomponents. A robust Biodiversity Management Plan based on the ESIA and the



Biodiversity Assessment of the Kakarbhitta-Pathlaiya Road will either be part of the ESMP or be prepared as a standalone document. The ESIA's and other related assessments and plans for both NNM and KDP Roads will pay particular attention to assessing the risks and impacts to disadvantaged and vulnerable groups. The findings of the ESIA's, Bank's GBV Risk Assessment Tool, which is ongoing, and other assessments will guide the identification of GBV risks and the subsequent development of mitigation plan. Other documents will also be prepared and disclosed such as the ESMF, RPF and VCDF for the trade facilitation component for which specific subprojects will not be defined prior to appraisal; Environmental and Social Commitment Plan, the Stakeholder Engagement Plan and Labor Management Procedures.

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

The use of Borrower Framework will not be considered for this project although the project will meet both the requirements of GoN and the relevant World Bank standards.

ESS10 Stakeholder Engagement and Information Disclosure

A Stakeholder Engagement Plan (SEP) will be developed, which will guide the consultation processes and stakeholder engagement throughout the life cycle of the project, starting from preparation down to implementation. During the ESIA exercise, stakeholder mapping will be conducted which will identify stakeholders along the ROW and transport routes of the project. The mapping will also analyze the influence of these stakeholders to the project design and implementation and the project's impacts to them. Special attention will be given to inclusion of women, vulnerable and disadvantaged groups (including IP group), and project affected people, as well as other interested groups. Based on the stakeholder mapping, the Borrower will prepare Stakeholder Engagement Plan (SEP) which will include a detailed schedule of planned engagement activities for the various stakeholders during the project cycle and will specify format and frequency of these engagement. The SEP will ensure all consultations are inclusive and accessible. The draft of SEP will be prepared and disclosed as early as possible but prior to the project appraisal. Since the project is rated as "high" risk project, an independent consultant will be hired to assist the stakeholder mapping and SEP preparation.

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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 proposed project will involve direct workers, contracted workers and primary supply workers. A significant number of labor/contracted workers during construction is expected to be employed by the project. In Nepal where migration to overseas to find work is rampant, labor requirements are often supplied from outside the project areas, thus labor camps are anticipated.

Labor Management Procedures (LMP) will be developed and a standalone worker specific GRM (for direct and contracted workers) established. The LMP will identify main labor requirements (how different categories of workers will be managed, in accordance with the requirements of national laws and ESS2) and risks associated with the project and determine the resources necessary to address labor issues. The ESIA will assess labor risks, including risks of child labor and forced labor.



To ensure H & S of workers during the construction and operational phases of the project, DoR will require contractors to prepare and implement their Occupational Health & Safety Plan (OHSP) following the World Bank Group Environment, Health and Safety (EHS) Guidelines (for construction activities) and Industry Sector Guidelines for Construction Materials Extraction. The OHSP will also include procedures on incident investigation and reporting, recording and reporting of non-conformances, emergency preparedness and response procedures and continuous worker training/awareness.

ESS3 Resource Efficiency and Pollution Prevention and Management

With expansion of the KDP road from 2-lane to 4-lane and the construction of a new bypass, significant number of trees along the expanded ROW will be felled during construction, to the extent that they cannot be avoided. Requirements for construction materials will be significant as well.

During construction phase, air emissions will include exhaust from heavy vehicles and machinery, and fugitive dust generated by construction activities. Those most likely to be affected are people living within the proximity of the construction sites and along the corridor and transport routes. The implementation of mitigation measures such as dust suppression and vehicle maintenance will be applied to minimize the impact of air emissions during construction, and residual impacts are expected to be limited in scope and duration.

Water requirements will also be significant but Nepal has abundant water resources to meet the construction requirements without affecting waterways and water sources.

Construction activities will generate solid and liquid waste which will primarily include excavated soil and hazardous waste such as hydrocarbon oils from construction machinery and vehicles. The waste generated by the construction works will largely be disposed of at approved sites according with the national laws and regulations.

The ESIA/ESMPs for both roads will manage risks relevant to this standard during construction and operational phases.

While greenhouse gas emissions from the project are expected to be not substantial given the rehabilitation nature of the works, GHG emissions will be calculated to meet the requirements of this standard but also corporate commitment.

ESS4 Community Health and Safety

Construction activities expose communities to health and safety risks especially those communities that are immediately close to the construction activities and along and within the corridor and transport routes. Expansion of the corridor and road works expose communities to health and safety risks from increased traffic during construction and operation along the corridor and transport routes. Community access will also be affected. This disruption in movement would cause inconvenience to the local communities albeit temporarily. Traffic management plans will be put in place to address these inconveniences. For all the construction work, the ESMP will require contractors to install a safety system around the project sites (fences and safety guards) during the entire construction period.



When works take place on open roads, equipment and vehicles will be brought together to one single well-secured area during the night to ensure both community and worker's safety. In addition, the road design will also consider improving accessibility for people with disabilities. A Community Health & Safety Plan will be required from contractors, which will also include procedures on incident investigation and reporting, recording and reporting of non-conformances, emergency preparedness and response procedures and community awareness raising activities.

During operation, road safety and community health and safety are anticipated to significantly improve with the installation of safety features on widened roads. That said, community health and safety measures during operation will be included in the training program for DoR and in their standard operating procedure for road operation and maintenance.

Potential impacts caused by labor influx to communities will be assessed and action plans to address such impacts will be prepared.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

A draft RAP indicates that a total of 710 households will be affected by NNM road, including the greenfield 12km bypass; and deed transfer is required for 957 plots. In total 181 private and 10 public structures will be affected due to NNM upgrading and 12 km greenfield bypass. The number of road site settlements with significant HHs engage in running petty businesses that include tea shops, fruit and vegetables stalls and small groceries shops as their sources of livelihoods, will be affected by the proposed KDP road improvements and widening activities.

During project preparation, the Bank's team will conduct review of the RAP prepared for NNM Road and agree with DoR on process and implementation arrangement of the RAP. A RAP will be also prepared for KDP road expansion and other components that may cause involuntary resettlement as defined under ESS5.

Wholesale markets or produce collection centers and land custom stations will be constructed under trade facilitation component. The locations of these civil works had not yet determined at present. However, it is very likely land taking will be unavoidable. Therefore, RPF will be prepared for the component. If locations of certain civil works can be determined during preparation, and the civil works need land taking, RAPs will be prepared.

The team will ensure the consultation process will follow the requirements of ESS10 and the project SEP.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

The project has the potential to cause adverse impacts on biodiversity, birds, wildlife and wildlife transboundary migration with KDP Road located along the buffer zone of the Parsa National Park but within the migration corridor of very important wildlife species such as Royal Bengal tiger, Asia elephant, Gaur, Nilgai, sloth bear, common leopard, sambar, spotted deer, hog deer, barking deer, Terai gray langur, striped hyena, jungle cat, palm civet and many more. A number of wildlife and avifauna species are considered critically endangered, endangered, vulnerable and near threatened. The project will also result to cutting of trees especially in the 12km greenfield bypass and the expansion of the KDP Road from 2-lane to 4-lane. A biodiversity assessment is conducted for the Kakarbhitta-Pathlaiya Road that covers the KDP Road, which will inform the preparation of a biodiversity management plan (BMP) either as part



of the ESIA or as a standalone document. The BMP will inform the conservation and protection measures, including the design and specific locations of the wildlife passages which will be included in the design and implementation of the KDP Road. The Parsa National Park, the WWF and relevant government agencies with mandated role on biodiversity conservation will be consulted and their advice solicited on the BMP, including the design and locations of the wildlife passages. The experience from implementing the wildlife passages for the Narayanghat-Mugling Road under NIRTTP will also inform the design, construction and operation & maintenance of the wildlife passages in the KDP Road. If any site-specific biodiversity additional study is needed for the KDP road this will be ascertained during project preparation and included in the ESCP.

For trees that will be cut, offset/compensation planting will be undertaken in compliance with the National requirements. The reforestation/offset site will be agreed with the Department of Forest.

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

There are IP communities, as defined by ESS7, present in the project area. The affected groups are Newar, Magar, Danuwar, Chepang and Gharti. These groups are indigenous peoples of Nepal recognized by the GoN. Some of them may require physical relocation and as a result, the DoR would have to engage them in an FPIC process, as per ESS7. About 50 HHs of IP will be directly affected by the proposed NNM road project, according to the project ESIA.

The relocation arrangement for these HHs will be discussed during project preparation, and the process of the relocation will be in line with the requirements of ESS5 and ESS7. The ESIA for the project will cover this issue and meaningful consultations will be conducted within the project area. When needed, FPIC will be conducted and will be documented. VCDPs will be prepared based on the findings from ESIA exercise. FPIC exercise will be supported by independent expert.

Wholesale markets or produce collection centers and land custom stations will be constructed under the trade facilitation component. The locations of these civil works had not yet been determined. Therefore, whether there will be IP groups present in the areas selected for these works or not is not clear yet. It will be discussed during project preparation. If needed, a VCDP or VCDF will be prepared.

In the country context of Nepal, 'disadvantaged groups' include indigenous peoples, but also include others such as Dalits (previously known as 'untouchables'), Madhesis (for reasons of regional exclusion), disabled, female-headed households, all of whom are considered equally vulnerable and disadvantaged. The issue of multiple deprivations and exclusions are particularly important, especially in the case of Dalits who are considered some of the worse affected social groups, and risk being marginalized and excluded from project benefits.

Therefore, to encourage the social inclusion and anti-discrimination, in Nepal portfolio, instead of preparing the "Indigenous People's Development Plan" as per ESS7, the client will prepare a "Vulnerable Community Development Plan (or Framework)" to cover all disadvantaged groups in social considerations.



ESS8 Cultural Heritage

A number of cultural structures such as temples and resting places with religious trees (Bar/Pipal Chautaro) are found along the NNM and KDP Roads many of which are within significant distance from the road alignment. However, there some cultural heritage that may be affected. The new bypass may affect a cultural heritage while the NNM Road

may affect 4 structures. A complete inventory of cultural heritage within the ROW will be conducted as part of the ESIA's and the mitigation hierarchy will be applied on the management of the project's potential risks and impacts. Temples, graves other cultural heritage along the ROW, which may be affected and have to be relocated and will be included in the RAP prepared for the program. "Chance Find Procedures" will be included in the ESMP and chance find clause will be included in works contracts requiring contractors to stop construction if cultural heritage are encountered during construction and to notify and closely coordinate with relevant mandated country authority for the salvaging and restoration of such cultural heritage.

ESS9 Financial Intermediaries

The proposed project will not involve financial intermediation.

B.3 Other Relevant Project Risks

Nepal is currently shifting to a federal system of government, where functions are decentralized to local governments. It is still unclear how the new system will unfold but this does pose some governance and institutional risks especially as local government units capacity is limited.

C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways No

The project will not affect international waters

OP 7.60 Projects in Disputed Areas No

The project is not located in disputed area

III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE

A. Is a common approach being considered? No

Financing Partners

The Asian Development Bank is supporting the improvements of other road sections of the East-West Highway under the SASEC Project, where the KDP Road section is located. ADB's works in some sections are ongoing while other sections are under preparation and/or have been approved by the ADB Board. Given that the KDP Road is within the same East West Highway corridor as the ADB sections under SASEC Project, the latter may be considered associated facilities to the Bank-financed project. This will be confirmed during preparation. In this case, since ADB support is far

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more advanced than the Bank, the project proposes that documents, instruments and processes for the ADB road sections financed under SASEC will be reviewed vis-à-vis ESF requirements and any gaps will be identified and gap filling measures, if any, will be agreed with DoR, ADB and the WB and will be documented in the ESCP, including timelines, resources, etc. During implementation, the possibility of joint supervision will be explored. Another option would be for both ADB and the WB to provide full access to their respective sections of the road, including supervision, due diligence and any E&S compliance reports, etc. The arrangements for due diligence and supervision will be agreed with DoR, ADB and WB early in project preparation and will be documented in the ESCP.

For the NNM Road, JICA is constructing a tunnel bypass originating from Kathmandu that will connect to the NNM Road. The GoN is also currently undertaking some improvements at the beginning of the NNM Road very close to Kathmandu. Based on initial Bank due diligence, the JICA tunnel bypass and the ongoing works done by the GoN are not considered associated facilities as the viability of the NNM road would not be dependent on them and the tunnel bypass and the GoN works would have been constructed even without the improved NNM Road to be supported by the World Bank.

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

Actions to be completed prior to Bank Board Approval:

Documents and actions prepared and completed prior to Appraisal

- Preparation, consultation and disclosure of ESIA/ESMPs for NNM and KDP Roads, including Biodiversity Assessment and Management Plan for the KDP Road and E&S Capacity Assessment of and Capacity Building Program DoR;
- Preparation, consultation and disclosure of RAPs for NNM and KDP Roads;
- Preparation, consultation and disclosure of VCDPs for NNM and KDP Roads;
- Preparation, consultation and disclosure of ESMF, RPF and VCDF for the trade facilitation activities;
- Preparation, consultation and disclosure of the Stakeholder Engagement Plan (SEP);
- Preparation and disclosure of Environmental and Social Commitment Plan (ESCP);
- Preparation and disclosure of Labor Management Procedures (LMP);
- Due diligence of ADB's road sections along East West Highway and gap filling measures to meet ESF requirements.

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

- Implementation and monitoring of ESMPs and related plans (e.g., OHS Plan, Community Health and Safety Plan, Traffic Management Plan, etc.), Biodiversity Management Plan (and any site-specific biodiversity study, if needed), RAPs and VCDPs for NNM and KDP Roads;
- Secure free and prior informed consent from ethnic minorities;
- Preparation, implementation and monitoring of the Construction ESMP (and associated sub-plans);
- Implementation of Institutional Capacity Strengthening Plan for DoR;
- Implementation of Labor Management Procedures;
- Implementation of Stakeholder Engagement Plan;



- Implementation of gap filling measures for the ADB's road sections along East West Highway.

C. Timing

Tentative target date for preparing the Appraisal Stage ESRS

24-Apr-2020

IV. CONTACT POINTS

World Bank

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Borrower/Client/Recipient

Borrower: Ministry of Finance

Implementing Agency(ies)

Implementing Agency: Ministry of Physical Infrastructure and Transport

Implementing Agency: Ministry of Industry, Commerce and Supplies

V. FOR MORE INFORMATION CONTACT

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VI. APPROVAL

Task Team Leader(s):	Sri Kumar Tadimalla, Deepak Man Singh Shrestha
Practice Manager (ENR/Social)	Magda Lovei Recommended on 11-Jul-2019 at 15:05:48 EDT
Safeguards Advisor ESSA	Maged Mahmoud Hamed (SAESSA) Cleared on 16-Jul-2019 at 14:35:51 EDT

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