Project Concept Paper

Project Number: 52181-001
October 2018

Proposed Loan
Philippines: Metro Manila Bridges Project

Asian Development Bank

CURRENCY EQUIVALENTS
(as of 6 September 2018)

Currency unit	–	Philippines Peso (PHP)
PHP1.00	–	$0.01866
$1.00	–	PHP53.60

ABBREVIATIONS

ADB	–	Asian Development Bank
ADF	–	Asian Development Fund
CPS	–	Country Partnership Strategy
DPWH	–	Department of Public Works and Highways
JICA	–	Japan International Corporation Agency
DOF	–	Department of Finance
NEDA	–	National Economic Development Authority
O&M	–	operation and maintenance

NOTE

In this report, "$" refers to United States dollars

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PROJECT AT A GLANCE

1. Basic Data				**Project Number:** 52181-001
Project Name	Metro Manila Bridges Project	**Department /Division**	SERD/SETC	
Country	Philippines	**Executing Agency**	Dept. of Public Works and Highways	
Borrower	Government of the Philippines			

2. Sector	**Subsector(s)**		**ADB Financing ($ million)**
✓ **Transport**	Urban roads and traffic management		220.00
		Total	**220.00**

3. Strategic Agenda	**Subcomponents**	**Climate Change Information**	
Inclusive economic growth (IEG)	Pillar 2: Access to economic opportunities, including jobs, made more inclusive	Climate Change impact on the Project	Medium
Environmentally sustainable growth (ESG)	Global and regional transboundary environmental concerns	**ADB Financing**	
		Adaptation ($ million)	8.50
4. Drivers of Change	**Components**	**Gender Equity and Mainstreaming**	
Governance and capacity development (GCD)	Civil society participation	Some gender elements (SGE)	✓
5. Poverty and SDG Targeting		**Location Impact**	
Geographic Targeting	Yes	Rural	Low
Household Targeting	Yes	Urban	High
SDG Targeting	Yes		
SDG Goals	SDG9		
6. Risk Categorization:	Complex		

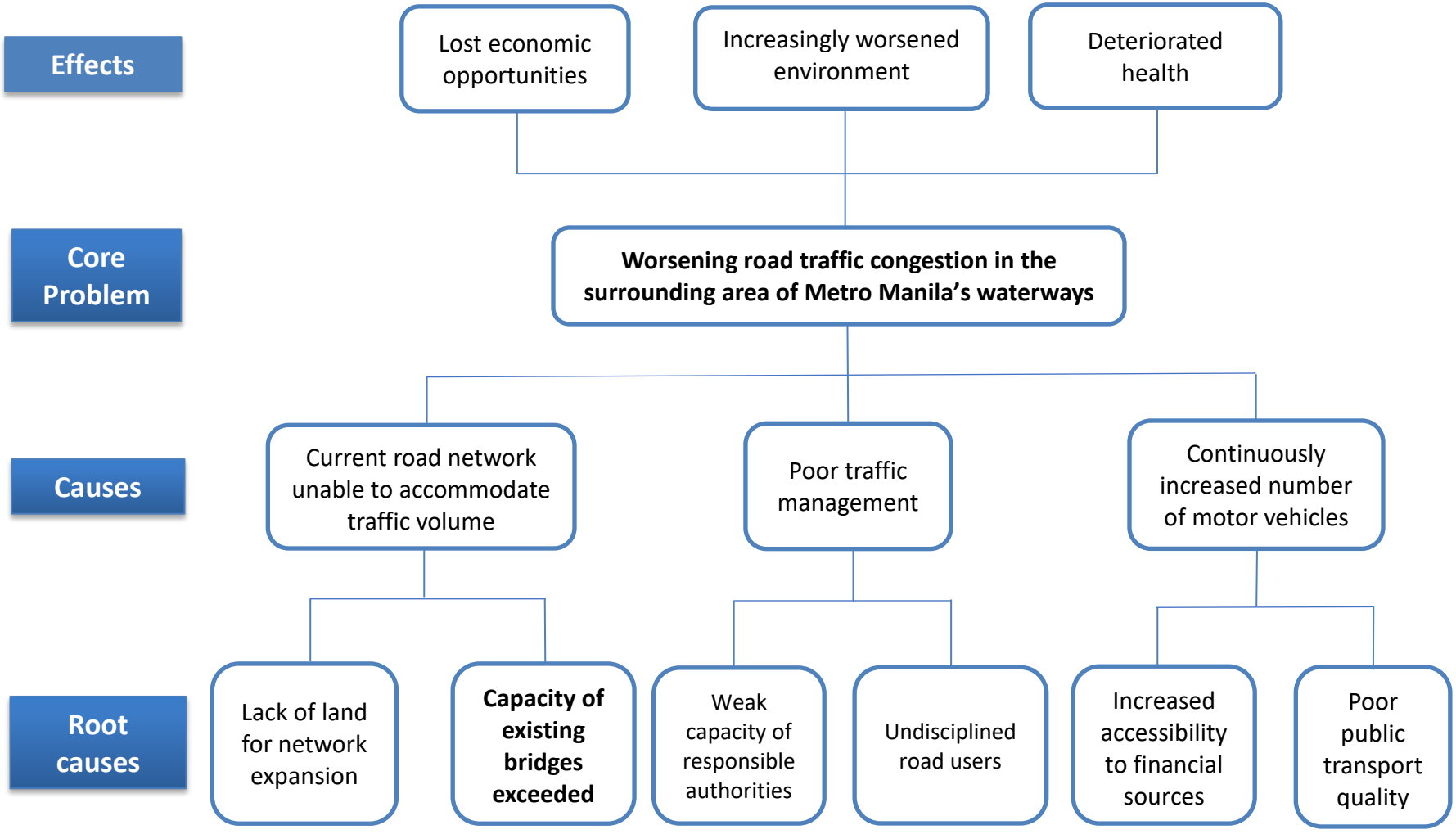
7. Safeguard Categorization **Environment:** B **Involuntary Resettlement:** A **Indigenous Peoples:** C

8. Financing

Modality and Sources	Amount ($ million)
ADB	**220.00**
Sovereign Project (Regular Loan): Ordinary capital resources	220.00
Cofinancing	**0.00**
None	0.00
Counterpart	**60.00**
Government	60.00
Total	**280.00**

Source: Asian Development Bank

PROBLEM TREE



I. THE PROJECT

A. Rationale

1. The proposed loan (the Project) will finance the construction of 5 bridges crossing Marikina River and Manggahan Floodway as part of the government's effort to solve the increasingly severe traffic problem of Metro Manila, the National Capital Region (NCR) of the Philippines. The Project will include a component to strengthen the capacity of the executing agency in planning, design, management, and operation and maintenance (O&M) of bridges and crossing structures using a holistic approach, including by factoring climate change and disaster risk considerations.

2. Philippines has been one of the fastest-growing economies in Southeast Asia, with an average gross domestic product (GDP) growth of 6.6% in the past 5 years. Metro Manila, comprising 16 cities and one municipality which cover the total land area of 620 kilometer (km),[2] is considered the country's economic powerhouse, as it accounts for more than 35% of the country's GDP. The unabated growing economy has been associated with rapid increase in urbanization. Currently at 12.9 million, the population of Metro Manila is expected to reach 14 million by 2030.[1]

3. **Road traffic congestion.** The continuous economic development and urbanization in Metro Manila has brought along heavy traffic congestion that causes substantial loss of time and opportunities for commuters and businesses, respectively. With a total road length of 4,882 km (1,159 km national roads and 3723 km local roads), Metro Manila has a well-articulated trunk road network comprising radial (R-1 to R-10) and circumferential (C-1 to C-5) in its metropolis, with interchanges providing grade separations at several intersections of the trunk roads. However, the current traffic demand of 12.8 million trips per day is overwhelming the capacity of the road network. Metro Manila nowadays only has 1 km of road per 424 motor vehicles, and majority of commuters in Metro Manila travel at 10 km per hour on average. It was estimated that the country lost PHP 3.5 billion per day in 2017, due to Metro Manila traffic, and the loss was projected to be PHP 5.4 billion per day in 2035 if no action is taken.[2]

4. One of the major factors contributing to the inefficiency of Metro Manila's road network is the inadequate capacity of the existing 30 bridges crossing its major waterways, namely Pasig River, Marikina River and Manggahan Floodway. These bridges currently accommodate 1.3 million vehicles per day. The traffic survey conducted by the Department of Public Works and Highways (DPWH) during December 2016-January 2017, shows that (i) the overall level of service of the bridges crossing Pasig River is "F", which means "forced or flow breakdown",[3] and (ii) the overall level of service of the bridges crossing Marikina River and Manggahan Floodway is "E", which means "operation at or near capacity and an unstable level". Therefore, it is critical that additional crossing structures are built over these waterways to decongest the existing bridges, hence mitigating the risk of overloading them. This will help extend the life of existing bridges and reduce their maintenance cost.

5. **Climate change and disaster risks.** Metro Manila and its surrounding areas are at high risk from disasters such as floods, tropical cyclones and earthquakes. These risks are set to increase with changes in natural hazard patterns due to climate change; and increase in exposure

[1] Philippine Statistics Authority. 2017. *The Philippines in Figures 2017*. Manila

[2] National Economic Development Authority. 2014. *Roadmap for Transport Infrastructure Development for Metro Manila and Its Surrounding Area (Region III and Region IV-A)*. Manila

[3] Traffic flow breakdown is usually defined as an amount of sudden drop in traffic flow speed when traffic demand exceeds capacity.

of people and assets due to rapid urbanization in flood-prone riverine and low-lying areas. Studies show that Metro Manila will face increase in intensity of typhoons as well as raise in sea level, which would likely increase flood risks. According to the Flood Management Master Plan for Metro Manila and Surrounding Areas, the impact of climate change in 2050 may result in an increase of flooding area by 6-25%.[4]

6. The transport infrastructure, especially roads and bridges, face a brunt of impacts from disasters and climate change. Some obvious impacts to the transportation systems are traffic disruption due to flooding, increase in maintenance requirement to the pavement due to more frequent flooding, overflow of side drains and cross drainage works, submerged bridges due to floods induced by intense precipitation, inundation of coastal roads due to sea level rise, and road blocks due to landslides. For example, the flooding from Typhoon Ondoy and Pepeng in September-October 2009, which caused the Marikina River system including the Manggahan Floodway to burst its banks, resulted in widespread impact on the transport infrastructure. Several roads were flooded and, in some places, impassable for extended periods while several bridges were washed away. The damages observed in the transport sector included collapsed embankment, eroded slope protection, collapsed bridge approaches, clogged drainage structure, etc. The economic losses were resulted from increased vehicle operations costs and travel delays due to closure of roads and bridges. The damage and losses suffered by the transport sector amounted to PHP 7,500 million ($160 million).[5]

7. **Capacity of concerned authorities.** DPWH is currently responsible for planning, design, construction and maintenance of infrastructure, especially the national highways, flood control and water resources development system, and other public works in accordance with national development objectives of Metro Manila's road network. With 15,436 regular staff, DPWH's capacity is considered adequate for its current role and responsibility. However, with the government's recently launched Build-Build-Build program, it is anticipated that the department's responsibility will be increased to cover the upcoming mega structures, particularly the O&M of large cable-stayed/suspension bridges. Furthermore, the impacts of climate changes have become another major challenge to DPWH's operations. Therefore, the capacity of DPWH in these aspects will need to be strengthened inevitably.

B. Proposed Solutions

8. In line with the government's Roadmap for Transport Development for Metro Manila and Its Surrounding Areas to alleviate the traffic congestion in Metro Manila (Footnote 2), partly caused by the constrained capacity of the existing bridges, and the Strategic Framework to Accelerate Infrastructure Development in the Philippine Development Plan 2017-2022,[6] the Project will construct five bridges. Four bridges will cross the Marikina River and one will cross the Manggahan Floodway, which will increase the capacity of the road network in the project area.[7] These new bridges will be designed to be resilient to natural disasters such as flooding and the adverse impacts of global warming. Despite the very limited space available in highly urbanized area of Metro Manila, the locations and alignments of the new bridges were carefully

[4] Department of Public Works and Highways. 2012. *Flood Management Master Plan for Metro Manila and Surrounding Areas*. Manila

[5] Government of Philippines. 2009. *Typhoon Ondoy and Pepeng: Post-Disaster Needs Assessment*. Manila

[6] National Economic and Development Authority. 2017. Philippine Development Plan 2012-2022. Manila.

[7] The government's entire plan was to construct 12 bridges, 6 crossing Pasig River, 4 crossing Marikina River and 2 crossing Manggahan Floodway. The Government of China agreed to all the 6 bridges crossing Pasig River and one of the bridges crossing Manggahan Floodway.

selected to ensure that (i) they contribute significant impact on traffic decongestion; and (ii) they create minimum social and resettlement impacts in the project area.

9. Taking into consideration the high number of pedestrians injured/killed in Metro Manila, the bridges and their approach roads will include sufficient sidewalks and access that meet international safety standards for pedestrians including disables, children, elders and women. In addition, a program for strengthening the capacity of DPWH will be included in the Project to ensure sufficient and sustainable capacity of DPWH in O&M for bridge and crossing structures of the country. An assessment and rehabilitation plan for the existing bridges and crossing structures in Metro Manila will be carried out under this capacity strengthening plan.

10. **Output 1: Five bridges crossing Marikina River and Manggahan Floodway constructed.** The proposed bridges were among the 12 bridges included in the feasibility study financed by JICA. The proposed four bridges crossing Marikina River are (i) Mercury-Evangelista Bridge, (ii) J.P. Rizal-St. Mary Bridge, (iii) JP Rizal-Lopez Jaena Bridge and (iv) Marikina-Vista Real Bridge. The proposed bridge crossing Manggahan Floodway is East Bank-West Bank Bridge 2. These additional bridges are expected to decongest the existing crossing facilities over Marikina River and Manggahan Floodway by 5-15%. These bridges will be designed to meet the latest requirements of the DPWH Design Guidelines and Criteria, including the new seismic design specifications and the impact of climate change, to enhance the resilience of Metro Manila road network against disasters and climate change.

11. Consistent with the objectives of the Pasig-Marikina River Channel Improvement Project (PMRCIP),[8] the construction of additional crossing structures over these rivers will also provide a flood-and-disaster-resistant road network that will (i) alleviate traffic congestion in Metro Manila, and (ii) attain recommended flood safety of Pasig-Marikina River Basin by providing more access to the rivers for O&M. This will improve the living condition of and create a more dynamic economy for the people in the riverine areas. Further, in order to enhance the view of these rivers, the bridges will be designed to be iconic and aesthetically pleasing.

12. **Output 2: Capacity of DPWH in bridge O&M strengthened.** As a separate component of the Project, a capacity building program will be provided. The program will strengthen DPWH's capacity in (i) planning, design and maintenance of road network and its crossing facilities that are highly resilient to natural disasters and climate change impacts; and (ii) O&M of bridge and crossing facilities.

13. These outputs will result in the following outcome: improved efficiency of road Metro Manila's road network. The Project will be aligned with the following impact: transport sector enhanced to sustain economic growth and increase global competitiveness.

14. **Value addition of ADB financing.** The Project will ensure that appropriate considerations of potential climate and disaster risk be factored in planning, design and maintenance of bridge structures to attain flood safety levels and increase the system's serviceability and life, as roads and bridges play a vital role in facilitating emergency response in the immediate aftermath of a disaster. The main consideration will be selection of design parameters that factor changes in hazard patterns, such as high flood level, free board, length of waterway, wind load, foundation protection, corrosion protection, etc. The capacity strengthening component (Output 2) of the Project will help ensure that DPWH will have sufficient capacity to take on the role and

[8] JICA. 2009. *Pasig-Marikina River Channel Improvement Project*. Manila.

responsibility that are expected to become broader and heavier, respectively, following implementation of the government's "Build Build Build" program.[9]

15. **Alignment with Strategy 2030.** The project will pursue three operational priorities of Strategy 2030: Making cities more livable; Tackling climate change, building climate and disaster resilience, and enhancing environmental sustainability; and strengthening governance and institutional capacity.

C. Proposed Financing Plans and Modality

16. The Project is estimated to cost $280 million, including taxes and duties. The total cost includes physical and price contingencies. ADB will provide a loan totaling $220 million equivalent from its ordinary capital resources (OCR). The government contribution of $60 million will be for land acquisition compensation, and incremental administrative expenses. Taxes and duties will also be funded by the government. Climate adaptation is estimated to cost $10 million. ADB will finance 100% of the climate adaptation costs.

Table 1: Indicative Financing Plan

Source	Amount ($ million)	Share of Total (%)
Asian Development Bank	220.0	78.6
Ordinary capital resources (Regular loan)	220.0	78.6
Government	60.0	21.4
Total	**280.0**	**100.0**

Source: Asian Development Bank.

D. Implementation Arrangements

Table 2: Indicative Implementation Arrangements

Aspects	Arrangements
Indicative implementation period	October 2019 – September 2024
Indicative completion date	September 2024
Management	
(i) Executing agency	Department of Public Works and Highways (DPWH)
(ii) Key implementing agencies	Unified Project Management Office, Bridges Management Cluster

Sources: Asian Development Bank; DPWH.

17. The DPWH will be the executing agency for the Project. The existing Unified Project Management Office (UPMO) of the Bridges Management Cluster, DPWH, will be directly responsible for implementation of the Project. UPMO will appoint a project manager for the day-to-day activities of the Project. The environment and social services division of the DPWH will be responsible for the implementation of the environmental and social aspects of the Project.

II. PROJECT PREPARATION AND READINESS

18. The detailed engineering design of the selected five bridges and other due diligence including safeguards, economics, financial management, procurement, etc., required for processing of the Project will be prepared by the consultant team engaged for the ongoing Loan

[9] Government of the Philippines. 2018. http://www.build.gov.ph/Home/Projects

3589-PHI: Infrastructure Preparation and Innovation Facility (IPIF).[10] Advance contracting can start as soon as the preliminary design and cost estimates are available.

III. DELIBERATIVE AND DECISION-MAKING ITEMS

A. Risk Categorization

19. The Project is classified as "complex", as its financing amount exceeds $200 million and the involuntary resettlement was categorized as A. The safeguards categories of the Project are categorized as B for environment, A for involuntary resettlement, and C for indigenous peoples. These categories will be further reviewed and finalized during project processing.

B. Project Procurement Classification

20. The Project will be classified as "Category B" for procurement classification (**Appendix 2**), due to its simple and straightforward nature and the experience of DPWH in implementing ADB projects.

C. Scope of Due Diligence

Due Diligence Outputs	To be undertaken by
Development coordination	Staff, TA loan consultant
Economic analysis	Staff, TA loan consultant
Financial management assessment, financial evaluation, and financial analysis	Staff, TA loan consultant
Gender analysis, collection of baseline data and gender action plan	Staff, TA loan consultant
Safeguard screening and categorization results	Staff, TA loan consultant
Initial poverty and social analysis	Staff, TA loan consultant
Project administration manual	Staff
Risk assessment and management plan	Staff
Safeguard documents on environment, involuntary resettlement, and/or indigenous peoples	Staff, TA loan consultant
Sector assessment	Staff, TA loan consultant
Summary poverty reduction and social strategy	Staff, TA loan consultant

TA = Technical Assistance.
Source: Asian Development Bank.

D. Processing Schedule and Sector Group's Participation

Table 3: Processing Schedule by Milestone

Milestones	Expected Completion Date
1. Concept paper clearance	July 2018
2. Fact-finding mission	Jan 2019
3. Management review meeting	Apr 2019
4. Loan negotiations	May 2019
5. Loan approval and loan signing	June 2019

Source: Asian Development Bank.

[10] ADB. 2016. *Infrastructure Preparation and Innovation Facility*. Manila.

E. Key Processing Issues and Mitigation Measures

Table 4: Issues, Approaches and Mitigation Measures

Key Processing Issues	Proposed Approaches and/or Mitigation Measures
1. The proposed alignment of Mercury-Evangelista Bridge needs to be further discussed and agreed with the Mayor.	Further coordination with DPWH and municipal authorities/Mayor.
2. Severe impact of land acquisition and resettlement, especially for East Bank-West Bank Bridge 2.	Close coordination between DPWH, local authorities and affected people.
3. Cost of detailed design proposed by IPIF consultant (as a contract variation) is very high. Prolonged negotiation on this variation cost will negatively affect the processing schedule.	If negotiation is unlikely to be concluded, different approach such as design-build should be considered.

Source: Asian Development Bank.

PRELIMINARY DESIGN AND MONITORING FRAMEWORK

Impacts the Project is Aligned with: transport sector enhanced to sustain economic growth and increase global competitiveness (Philippines Development Plan, 2017–2022, NEDA)

Results Chain	Performance Indicators with Targets and Baselines	Data Sources and Reporting	Risks
Outcome Efficiency of road travel in Marikina River and Manggahan Floodway areas improved.	By 2024 a. Average speed of vehicles crossing Marikina River and Mangahan Floodway increased by X% (2018: xx km/hr).	a. Assessment reports for project's impacts (to be financed by DPWH/ADB).	Continued increase in number of motor vehicles
Outputs 1. Five bridges crossing Marikina River and Manggahan Floodway completed.	By 2023 1a. Four new bridges crossing Marikina River including approach roads with proper sidewalks and pedestrian access, a total of XXXX meters, constructed (2018: not applicable). 1b. A new bridge crossing Manggahan Floodway including approach roads with proper sidewalks and pedestrian access, a total of XXX meters, constructed (2018: not applicable).	1a-1b. Project completion report by DPWH.	Weak capacity of DPWH in implementation of resettlement plans.
2. Capacity of DPWH in bridge design, management and O&M strengthened.	2a. At least XX no. of DPWH staff (of which xx% women) reported increased knowledge on bridge design, management and O&M (2018: xx no.). 2b. At least XX no. of DPWH staff (of which xx% women) reported increased knowledge on design of climate-resilient road and bridge structures (2018: xx no.).	2a-2b. Survey studies by DPWH.	

Key Activities with Milestones

1. Five bridges crossing Marikina River and Manggahan Floodway completed.

1.1 Preparation of engineering detailed design (under IPIF, in phases) by Dec 2019.
1.2 Recruitment of construction supervision consultant by Sep 2019.
1.3 Procurement of civil works (in phases) by Sep 2020
1.3 Completion of construction works by Sep 2023

2. Capacity of DPWH in bridge design, management and O&M strengthened

2.1 Recruitment of capacity building consultant by Sep 2020
2.2 Completion of capacity strengthening program by Dec 2022

Inputs
ADB: $220 million (loan) Government: $60 million
Assumptions for Partner Financing
Not Applicable

DPWH = Department of Public Works and Highways; IPIF = Infrastructure Preparation and Innovation Facility; NEDA = National Economic Development Authority; O&M = operation and maintenance
Source: Asian Development Bank.

PROJECT PROCUREMENT CLASSIFICATION

Characteristic	Assessor's Rating:
Is the procurement environment risk for this project assessed to be *high* based on the country and sector and/or agency risk assessments?	☐Yes ☒No
Are multiple (typically more than three) and/or diverse executing agencies and/or implementing agencies envisaged during project implementation? Do they lack prior experience in implementation under an ADB-financed project?	☐Yes ☒No ☐Unknown
Are multiple contract packages and/or complex and high-value contracts (compared with recent externally financed projects in the developing member country [DMC]) expected?	☐Yes ☒No ☐Unknown
Does the project plan to use innovative contracts (public–private partnership, performance-based, design and build, operation and maintenance, etc.)?	☐Yes ☐No ☒Unknown
Are contracts distributed in more than three geographical locations?	☐Yes ☒No ☐Unknown
Are there significant ongoing contractual and/or procurement issues under ADB (or other externally) financed projects? Has misprocurement been declared in the DMC?	☐Yes ☒No ☐Unknown
Does the DMC have prolonged procurement lead times, experience implementation delays, or otherwise consistently fail to meet procurement time frames?	☐Yes ☒No ☐Unknown
Do executing and/or implementing agencies lack capacity to manage new and ongoing procurement? Have executing and/or implementing agencies requested ADB for procurement support under previous projects?	☐Yes ☒No ☐Unknown
Regional department's overall recommendation (Witoon Tawisook)	
Overall project categorization recommended	☐ Category A ☒ Category B
PPFMD's recommendation	

INITIAL POVERTY AND SOCIAL ANALYSIS

Country:	PHI	Project Title:	Metro Manila Bridges Project
Lending/Financing Modality:	Stand-alone Project	Department/ Division:	SERD / SETC

I. POVERTY IMPACT AND SOCIAL DIMENSIONS

A. Links to the National Poverty Reduction Strategy and Country Partnership Strategy

The Philippines Development Plan 2017–2022 aims to lay a stronger foundation for inclusive growth by increasing the country's growth potential and accelerating strategic infrastructure development. Under ADB's Country Partnership Strategy, infrastructure operations will be the main channel of contribution to the strategy's three strategic agendas of inclusive economic growth, environmentally sustainable growth, and regional integration. The Government's roadmap for infrastructure development in Greater Capital Region (GCR) illustrates the need for better and improved connectivity.[11] Key areas of assistance focus of the urban public transport system (rehabilitation and new infrastructure) and improvement of systems management. The project will support inclusive growth by providing improved connectivity through the provision of bridges that will enhance the public transport system. The Project is listed in the ADB Country Operations Business Plan for the Philippines (2019–2021). This proposed project will be considered in 2019 and will increase coverage of public transportation services and mobility of people in northeastern part of the GCR.

B. Poverty Targeting

☒General intervention ☐Individual or household (TI-H) ☐Geographic (TI-G) ☐Non-income MDGs (TI-M1, M2, etc.)

The Project will improve efficiency and climate resilience of Metro Manila's road network. This will help reduce the transport costs and improve the mobility of the local people and thus, indirectly enhance the poverty-reduction efforts of the government.

C. Poverty and Social Analysis

1. Key issues and potential beneficiaries. The road users will be the direct beneficiaries. The project will improve the capacity and efficiency of Metro Manila's road network by providing additional crossing structures over Marikina River and Manggahan Floodway, which are resilient to natural disasters and climate change impacts.

2. Impact channels and expected systemic changes. Improved mobility and access to social services, social activities and livelihood opportunities. Improved road network will contribute to reduction in traffic congestion, hence improved environment.

3. Focus of (and resources allocated in) the transaction TA or due diligence. Assessment of impacts associated with involuntary resettlement. Special attention will need to be paid to the needs of vulnerable affected persons, such as informal settlers. Social assessment will need to consider the scope of risks associated with the project such as safety considerations during construction and operation phases.

4. Specific analysis for policy-based lending. N/A

II. GENDER AND DEVELOPMENT

1. What are the key gender issues in the sector and/or subsector that are likely to be relevant to this project or program?
None.

2. Does the Project or program have the potential to contribute to the promotion of gender equity and/or empowerment of women by providing women's access to and use of opportunities, services, resources, assets, and participation in decision making? ☐ Yes ☒ No

3. Could the Project have an adverse impact on women and/or girls or widen gender inequality?
☐ Yes ☒ No

4. Indicate the intended gender mainstreaming category:
☐ GEN (gender equity) ☐ EGM (effective gender mainstreaming)
☒ SGE (some gender elements)[a] ☐ NGE (no gender elements)

[a] Possibility of upgrading to EGM will be explored during the latter stage of the project.

[11] ADB. 2018. *Country Operations Business Plan*. Manila.

III. PARTICIPATION AND EMPOWERMENT

1. Who are the main stakeholders of the project, including beneficiaries and negatively affected people? Identify how they will participate in the project design.

Main institutional stakeholders include Department of Public Works and Highways (DPWH), and National Housing Authority (NHA). NHA will be involved in resettlement of informal settlers for the bridge projects and will be closely involved in resettlement planning. People affected by land acquisition (and land clearance), communities along the alignment and their community-based organizations will be involved in assessing impacts, needs and mitigation measures.

2. How can the project contribute (in a systemic way) to engaging and empowering stakeholders and beneficiaries, particularly, the poor, vulnerable, and excluded groups? What issues in the project design require participation of the poor and excluded?

The project will meet with local governments, nongovernment organizations (NGOs) and/or community-based organizations, and local communities and affected people. It will supplement information gained from these meetings with surveys. Issues to be discussed include, but are not limited to, (i) resettlement of affected persons; (ii) protection of communities from construction and environmental disturbances; (iii) identification and management of safety hazards to workers and the public during construction; (iv) temporary employment opportunities; and (v) how communities in the project area can benefit from the project.

3. What are the key, active, and relevant civil society organizations (CSOs) in the project area? What is the level of civil society organization participation in the project design?

☒ Information generation and sharing ☒ Consultation ☐ Collaboration ☐ Partnership

Key relevant civil society organizations (CSOs) will be identified early in project preparation through a stakeholder analysis but direct involvement in project design of the bridges is expected to be low as locations are already determined. Nevertheless, it is understood that there are key CSOs with an active interest in informal settler issues and their rights that will need to be incorporated in the consultation process.

4. Are there issues during project design for which participation of the poor and excluded is important? What are they and how should they be addressed? ☒ Yes ☐ No People affected by involuntary resettlement, including informal settlers to be displaced, will need to be consulted on mitigation measures and implementation arrangements. To improve stakeholders' understanding about the project and contribute to the preparation of sound resettlement plans, the project team will engage meaningfully with organized groups including key shelter agencies, which represent informal settlers who will be displaced by the project. People residing near the project locations will need to be thoroughly informed about safety considerations during the construction phase as well as for subsequent operational phase. Project preparation will need to identify appropriate local institutions or community-based organizations that can be trained and strengthened to provide safety awareness information as a constant presence in the communities.

IV. SOCIAL SAFEGUARDS

A. Involuntary Resettlement Category ☒ A ☐ B ☐ C ☐ FI

1. Does the project have the potential to involve involuntary land acquisition resulting in physical and economic displacement? ☒ Yes ☐ No

Land will be acquired for constructing approach roads to the five bridges. Privately owned/ used land will be acquired that will affect residential and commercial structures and physically and economically displace more than 700 persons. Based on the project design, a census of all the identified affected persons and an inventory of their affected assets will be undertaken, and meaningful consultations with the stakeholders and information disclosure will be carried out during the due diligence exercise to address involuntary resettlement.

2. What action plan is required to address involuntary resettlement as part of the transaction TA or due diligence process?

☒ Resettlement plan ☒ Resettlement framework ☐ Social impact matrix
☐ Environmental and social management system arrangement ☐ None

B. Indigenous Peoples Category ☐ A ☐ B ☒ C ☐ FI

1. Does the Project have the potential to directly or indirectly affect the dignity, human rights, livelihood systems, or culture of indigenous peoples? ☐ Yes ☒ No

2. Does it affect the territories or natural and cultural resources indigenous peoples own, use, occupy, or claim, as their ancestral domain? ☐ Yes ☒ No

The project is located in a highly urbanized locale, and persons belonging to the Indigenous Peoples communities were not identified during the preliminary assessment.

3. Will the project require broad community support of affected indigenous communities? ☐ Yes ☒ No, not applicable.

4. What action plan is required to address risks to indigenous peoples as part of the transaction TA or due diligence process?
☐ Indigenous peoples plan ☐ Indigenous peoples planning framework ☐ Social impact matrix
☐ Environmental and social management system arrangement ☒ None

V. OTHER SOCIAL ISSUES AND RISKS

1. What other social issues and risks should be considered in the project design?
☐ Creating decent jobs and employment ☒ Adhering to core labor standards ☐ Labor retrenchment
☐ Spread of communicable diseases, including HIV/AIDS ☐ Increase in human trafficking ☐ Affordability
☐ Increase in unplanned migration ☐ Increase in vulnerability to natural disasters ☐ Creating political instability
☐ Creating internal social conflicts ☒ Others, please specify: Community safety considerations for those residing in the project areas during construction and operation.

2. How are these additional social issues and risks going to be addressed in the project design?
Preparation of bidding documents will include provisions for adherence to Core Labor Standards.

VI. TRANSACTION TA OR DUE DILIGENCE RESOURCE REQUIREMENT

1. Do the terms of reference for the transaction TA (or other due diligence) contain key information needed to be gathered during transaction TA or due diligence process to better analyze (i) poverty and social impact, (ii) gender impact, (iii) participation dimensions, (iv) social safeguards, and (v) other social risks. Are the relevant specialists identified?
☒ Yes ☐ No

2. What resources (e.g., consultants, survey budget, and workshop) are allocated for conducting poverty, social, and/or gender analysis, and participation plan during the transaction TA or due diligence? TA Loan