



Papua New Guinea: Highlands Region Road Improvement Investment Program (Phase 2)

Project Name	Highlands Region Road Improvement Investment Program (Phase 2)					
Project Number	53406-001					
Country	Papua New Guinea					
Project Status	Proposed					
Project Type / Modality of Assistance	Loan					
Source of Funding / Amount	<p>MFF Facility Concept: Second Highlands Region Road Improvement Investment Program</p> <table border="1"> <tr> <td>Ordinary capital resources</td> <td>US\$ 680.00 million</td> </tr> <tr> <td>concessional ordinary capital resources lending / Asian Development Fund</td> <td>US\$ 40.00 million</td> </tr> </table>		Ordinary capital resources	US\$ 680.00 million	concessional ordinary capital resources lending / Asian Development Fund	US\$ 40.00 million
Ordinary capital resources	US\$ 680.00 million					
concessional ordinary capital resources lending / Asian Development Fund	US\$ 40.00 million					
Strategic Agendas	Inclusive economic growth					
Drivers of Change	Governance and capacity development					
Sector / Subsector	Transport - Road transport (non-urban)					
Gender Equity and Mainstreaming	Effective gender mainstreaming					
Description	The program will be a continuation of the Highlands Region Road Improvement Investment Program (Phase 1) and it will improve about 465 km of roads of the Highlands core road network.					
Project Rationale and Linkage to Country/Regional Strategy	The proposed program is essential to improving access in the Highlands Region. Second, the program will provide a platform to facilitate a transformational impact on addressing the remaining sector challenges, such as capacity, governance, climate changes and maintenance related issues. Third, the program will support the government's target to improve the condition of the priority national network to expand access and support economic and social development, including mainstreaming the gender aspects. The program is aligned with ADB's Country Partnership Strategy for Papua New Guinea, 2016-2020, and is included in the Country Operations Business Plan for Papua New Guinea, 2020-2022 which both aim to support more efficient, and safer movement of people and goods.					
Impact	<p>Quality of service delivery in rural districts improved.</p> <p>Socio-economic activities enhanced by a good transport infrastructure.</p> <p>Road safety along the national road network improved.</p>					
Outcome	Road transport efficiency and accessibility for people, goods, and services increased in the Highlands Region.					
Outputs	<p>Existing roads in Highlands region improved.</p> <p>Social and livelihood programs implemented and facilities upgraded along the project roads.</p> <p>Road safety of the project roads increased.</p> <p>Road sustainability program implemented.</p> <p>Institutional capacity of the DOW strengthened.</p>					
Geographical Location	Chimbu Province, Eastern Highlands Province, Enga Province, Hela, Jiwaka, Morobe Province					
Summary of Environmental and Social Aspects						
Environmental Aspects	The program is proposed as category B for environment. Road improvement works under the project will not cause any significant or lasting adverse environmental impacts, which are restricted mainly to construction activities. An Environmental Assessment and Review Framework (EARF) and separate Initial Environment Examinations (IEEs) and EMPs are being prepared to mitigate foreseen risks. The PRF supporting this program will undertake these environmental and social due diligence implementation by January 2021 to minimize the risk of unanticipated environmental and land acquisition issues that may arise during project implementation.					
Involuntary Resettlement	The program is proposed as category B for involuntary resettlement. Road improvement works will be undertaken along existing road carriages. Social safeguards impacts are not expected to be significant as the program may only require additional strips of land for road widening and other improvements. By January 2021, a Resettlement Framework will be prepared for the entire program and Resettlement Plan for the first and succeeding tranches to address any impacts.					
Indigenous Peoples	The program is proposed as category C for indigenous peoples (IPs). It will not have any impact on distinct and vulnerable groups of IPs as defined by ADB Social Safeguard Policy (2009). It has no potential to directly or indirectly affect the dignity, human rights, livelihood systems, or culture of IPs. It will not affect the territories or natural and cultural resources, which IPs own, use, occupy or claim as their ancestral domain. It will also not require broad community support of affected IPs. An Indigenous Peoples Planning Framework will be prepared as part of the due diligence process.					
Stakeholder Communication, Participation, and Consultation						
During Project Design	The main stakeholders of the program include government agencies (local and provincial government and administration), community chiefs, road users, business community, international nongovernment organizations (NGOs), national civil society organizations (CSOs), women's groups, farmers' cooperatives, and other community groups and potentially affected persons. During the project design, the project team will ensure their participation during consultations and project awareness activities. Stakeholder analysis will be undertaken to identify important stakeholders such as poor and vulnerable groups and their concerns, roles, and influence in the program. Public meetings and focus group discussions will be utilized to communicate and consult with stakeholders to get their views and suggestions on the proposed program and how its benefits to them could be maximized. CSOs such as women's groups, youth groups, and churches will be identified at local level and included in consultations including those for a national road safety strategy/plan. These CSOs will provide channels for communication with affected communities to ensure wider understanding of potential impacts and opportunities from the program. Also, opportunities for income generating activities will be consulted with the affected persons and consider in the program design.					
During Project Implementation	A Stakeholder Communication Plan will be implemented during project implementation. All key stakeholders, including poor and other vulnerable groups will be involved and consulted on key items affecting them.					

Responsible ADB Officer	Kalliokoski, Ari
Responsible ADB Department	Pacific Department
Responsible ADB Division	PATC
Executing Agencies	Department of Works and Implementation P.O. Box 1108 Boroko, NCD Papua New Guinea

Timetable	
Concept Clearance	24 Jun 2020
Fact Finding	26 Jun 2020 to 10 Jul 2020
MRM	16 Jul 2020
Approval	-
Last Review Mission	-
Last PDS Update	25 Jun 2020

Project Page	https://www.adb.org/projects/53406-001/main
Request for Information	http://www.adb.org/forms/request-information-form?subject=53406-001
Date Generated	30 June 2020

ADB provides the information contained in this project data sheet (PDS) solely as a resource for its users without any form of assurance. Whilst ADB tries to provide high quality content, the information are provided "as is" without warranty of any kind, either express or implied, including without limitation warranties of merchantability, fitness for a particular purpose, and non-infringement. ADB specifically does not make any warranties or representations as to the accuracy or completeness of any such information.