# CLIMATE CHANGE RISK SCREENING

## I. Basic Project Information

**Project Title:** Maubin Phyapon Road Rehabilitation Project

**Project Budget:** $80.8 million

**Location:** Myanmar

**Sector:** Transport

**Theme:** economic growth (widening access to markets and economic opportunities), capacity development (institutional development).

**Brief Description:** Improvements to the key Maubin Phyapon road link will dramatically improve connectivity, reduce travel times, and support economic development in the area, lifting many in this poor region of Myanmar out of poverty. The project will rehabilitate a key north-south 54.5 kilometer section of road to 2 lanes with appropriate width shoulders, suitable for all standard highway traffic.

The region's road network was badly impacted by Cyclone Nagris which made landfall in the Ayeyarwady region on 2 May 2008. While the cyclone and associated storm surges damaged some of the road network, damage also resulted from the relief efforts with overloaded trucks delivering supplies and humanitarian aid, causing significant and long-term damage to the roads, especially along the Maubin to Phyapon road section. To ensure resilience against future cyclones, the road design will include climate resilient design components, and will be raised as a precaution against future storm surges.

## II. Summary of Climate Risk Screening and Assessment

### A. Sensitivity of project component(s) to climate/weather conditions and sea level

The area could be affected by cyclones as with Cyclone Nagris in 2008. While cyclones are rare in the area, this cyclone and the associated storm surge caused severe damage to the road network in the Irrawaddy Delta.

Project component
1. Road Rehabilitation

Sensitivity to climate/weather conditions and sea level
1. Cyclones

### B. Climate Risk Screening

Risk topic
1. Cyclones

Description of the risk

1. Potential storm surges or large rainfall volume associated with cyclone

Climate Risk Classification: Low

### C. Climate risk assessment

The area was hit by Cyclone Nagris in 2008. While cyclones are rare in the area, this cyclone and the associated storm surge caused severe damage to the Irrawaddy Delta and road network.

## III. Climate Risk Management Response within the Project

1. To ensure resilience against future cyclones, the road design includes climate resilient design components.

2. The road will generally follow the existing vertical alignment, with some increase in height to improve the clearance over seasonal flood levels, and possible future climate change-induced increases in river levels as a result of storm surges.