



Timor-Leste: Road Network Upgrading Sector Project (additional financing)

Project Name	Road Network Upgrading Sector Project (additional financing)								
Project Number	46260-003								
Country	Timor-Leste								
Project Status	Approved								
Project Type / Modality of Assistance	Loan								
Source of Funding / Amount	<table border="1"> <tr> <td colspan="2">Loan 3341-TIM: Road Network Upgrading Sector Project (additional financing)</td> </tr> <tr> <td>Ordinary capital resources</td> <td>US\$ 53.00 million</td> </tr> <tr> <td colspan="2">Loan 3342-TIM: Road Network Upgrading Sector Project (additional financing)</td> </tr> <tr> <td>Asian Development Fund</td> <td>US\$ 23.22 million</td> </tr> </table>	Loan 3341-TIM: Road Network Upgrading Sector Project (additional financing)		Ordinary capital resources	US\$ 53.00 million	Loan 3342-TIM: Road Network Upgrading Sector Project (additional financing)		Asian Development Fund	US\$ 23.22 million
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Ordinary capital resources	US\$ 53.00 million								
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Asian Development Fund	US\$ 23.22 million								
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth								
Drivers of Change	Governance and capacity development Partnerships								
Sector / Subsector	Transport - Road transport (non-urban)								
Gender Equity and Mainstreaming	Effective gender mainstreaming								
Description	The proposed additional financing will support scaling up the Road Network Upgrading Sector Project. An additional 97 kilometers (km) of national roads will be upgraded and climate proofed in addition to the original core subproject, Manatuto to Natarbora (81 km) making 176 km in all. The project is in line with the ongoing efforts of the Asian Development Bank (ADB) and other development partners to support the progressive upgrading of the entire national road network.								
Project Rationale and Linkage to Country/Regional Strategy									
Impact	Impact the Project is Aligned with: Country Partnership Strategy: Timor-Leste, 2011 2015a Current project Increased and more efficient movement of people and goods. Overall project Unchanged.								

Project Outcome

Description of Outcome	Current project MPWTC provides a more reliable and safer road network. Overall project Unchanged.
Progress Toward Outcome	

Implementation Progress

Description of Project Outputs

Output 1

Current project
Upgrade and climate proof national roads.

Current project
Prepare detailed designs for future priority road links.

Overall project
Unchanged.

Current project
Expand performance-based road maintenance.

Overall project
Unchanged.

Current project
Generate awareness of road safety and transport-related social issues.

Overall project
Unchanged.

Provide project management support

Status of Implementation Progress (Outputs, Activities, and Issues)

Geographical Location

Safeguard Categories

Environment	B
Involuntary Resettlement	B
Indigenous Peoples	C

Summary of Environmental and Social Aspects

Environmental Aspects	<p>The project is classified as category B for the environment. An environmental assessment and review framework (EARF) has been prepared to ensure that the project will comply with ADB's Safeguard Policy Statement (2009) and Timor-Leste laws. An initial environmental examination (IEE) has been prepared for the core subproject based on the detailed design. This has been publicly disclosed, along with the EARF on the government and ADB websites. IEEs of five candidate subprojects have also been undertaken, and these will be updated, if selected, and based on the detailed design. The environmental impacts of road upgrading works during construction and operation have been assessed, and can be mitigated to acceptable levels. The Environmental Management Plan (EMP) from the updated IEE for each subproject will be incorporated in civil works contracts. The EMP will guide the PMU, supervision consultants, and contractors in managing, monitoring, and reporting environmental impact mitigations and compliance. Civil works will not start until (i) the contractor has received training on environmental management and has submitted the site-specific EMP; (ii) the site-specific EMP has been reviewed and cleared by the PMU and supervision consultant; and (iii) an environment license has been obtained from the National Directorate for Environment. During implementation, the environmental management capacity of the DRBFC and PMU will be strengthened through environment specialists who will provide training.</p>
Involuntary Resettlement	<p>The project has been classified as category B for resettlement and category C for indigenous peoples. The improvement of roads is expected to be mostly within the existing road corridor, but will require some resettlement involving small areas of land, some houses and shops, and roadside stalls and kiosks. A resettlement framework has been prepared, providing guidelines on screening, assessment, and the preparation of resettlement plans for road subprojects. A resettlement plan has been prepared for the core subproject. This has been disclosed, along with the resettlement framework on the government and ADB websites and is now being implemented. Resettlement plans for other subprojects will be prepared during implementation following the resettlement framework. The MPW will endorse and publicly disclose the resettlement framework and draft resettlement plan, and disseminate relevant information in local languages in subproject areas.</p> <p>The MPW will finalize the resettlement plan for each subproject after the detailed design is prepared, and ensure that affected persons receive compensation following the resettlement framework. The MPW will (i) appoint a focal person for land issues; (ii) set up an environmental and social unit within PMU, including social safeguard specialists; (iii) coordinate with the Department of Land, Property and Cadastral Services and other relevant agencies; and (iv) set up national and district committees to implement resettlement activities. The project will strengthen the MPW's social safeguard capacity by providing resettlement specialists (30 person-months) and by conducting training.</p>
Indigenous Peoples	Not expected to have impacts on Indigenous Peoples. No further action is required.

Stakeholder Communication, Participation, and Consultation

During Project Design	Classified as effective gender mainstreaming, (EGM) the project is designed to support women's empowerment by considering their views and requirements in the design of the subprojects. Women's involvement in all jobs under the project will be promoted. The project will (i) incorporate women's views in the project design; (ii) raise awareness of gender and transport security, and HIV/AIDS; (iii) have a quota for women in the construction work, favoring unemployed widows, female heads of households, and other vulnerable groups; and (iv) have a quota for women's involvement in bioengineering and maintenance works. The poverty, social, and gender due diligence conducted for the original project is still extant and valid. The EGM categorization, and gender action plan are unchanged for the expanded project.
During Project Implementation	The primary beneficiaries of the project are (i) road users, including vehicle drivers, passengers, and/or non-motorized transport users; (ii) households in communities that sell cash crops and other agricultural produce; (iii) providers of passenger and goods transport services and commercial truck drivers; and (iv) small businesses and traders, including vendors at local markets, trade store owners, coffee and other produce buyers, and small- and medium-sized enterprises in the district capitals and towns. Key social service providers, such as those in the education and health sectors, will also benefit from road upgrading.

Responsible Staff

Responsible ADB Officer	Richard Phelps
Responsible ADB Department	Pacific Department
Responsible ADB Division	Transport, Energy and Natural Resources Division, PARD
Executing Agencies	<i>Council for Administration of the Infrastructure Fund (also Conselho Administrativo do Fundo Infraestrutura) Palacio do Governo, Ministry of Finance Edifício 5, 1 Andar Dili, Timor-Leste</i>

Timetable

Concept Clearance	-
Fact Finding	10 Aug 2015 to 14 Aug 2015
MRM	16 Sep 2015
Approval	03 Dec 2015
Last Review Mission	-
Last PDS Update	27 Nov 2014

Loan 3341-TIM

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
03 Dec 2015	04 Mar 2016	19 May 2016	30 Jun 2021	-	-

Financing Plan			Loan Utilization			
	Total (Amount in US\$ million)		Date	ADB	Others	Net Percentage
Project Cost	55.39		Cumulative Contract Awards			
ADB	53.00		03 Dec 2015	0.00	0.00	0%
Counterpart	2.39		Cumulative Disbursements			
Cofinancing	0.00		03 Dec 2015	0.00	0.00	0%

Loan 3342-TIM

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
03 Dec 2015	04 Mar 2016	19 May 2016	30 Jun 2021	-	-

Financing Plan			Loan Utilization			
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	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	23.22	Cumulative Contract Awards			
ADB	23.22	03 Dec 2015	0.00	0.00	0%
Counterpart	0.00	Cumulative Disbursements			
Cofinancing	0.00	03 Dec 2015	0.00	0.00	0%

Project Page <https://www.adb.org/projects/46260-003/main>

Request for Information <http://www.adb.org/forms/request-information-form?subject=46260-003>

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