

**COMBINED PROJECT INFORMATION DOCUMENTS / INTEGRATED SAFEGUARDS
DATA SHEET (PID/ISDS)
Appraisal Stage**

Report No.: 127050

Date Prepared/Updated:

I. BASIC INFORMATION

A. Basic Project Data

Country:	Bangladesh	Project ID:	P161928
		Parent Project ID :	
Project Name:	Operation for Supporting Rural Bridges (SupRB)		
Region:	South Asia		
Estimated Appraisal Date:	May 10, 2018	Estimated Board Date:	August 6, 2018
Practice Area (Lead):	Transport & Digital Development	Financing Instrument:	PforR
Borrower(s)	Economic Relations Division, Ministry of Finance, Government of Bangladesh		
Implementing Agency	Local Government Engineering Department		
Financing (in USD Million)			
Financing Source			Amount
BORROWER/RECIPIENT			193
International Development Association (IDA)			425
Borrowing Country's Fin. Intermediary/ies			-
LOCAL BENEFICIARIES			-
Financing Gap			-
Total Project Cost			618
Environmental Category	B-Partial Assessment (For the IPF Institutional Development and Capacity Building Component). The project is a hybrid one (PforR plus IPF)		
Decision			
Other Decision (as needed)			
Is this a Repeater project?	No		
Is this a Transferred project? (Will not be disclosed)	No		

B. Introduction and Context

Country Context

1. **Bangladesh, one of the world's most populous country, has crossed the lower-middle-income country threshold in 2014.** Bangladesh's The Gross National Income per capita has increased from US\$ 100 in 1975 to US\$ 1,480 in 2017. The Gross Domestic Product of the country grew at a rate of approximately 6.5 percent per year since 2010. The economy is expected to grow over 7.65 percent in FY 2018, driven by manufacturing and services. A recent World Bank's Systematic Country Diagnostic (SCD) Study has identified a few key factors that are mainly responsible for Bangladesh's

economic success. One of them is the development of a rural road network that blurred the rural-urban divide and established connectivity between remote rural areas with main and secondary cities, towns and market centers.

2. **Bangladesh's growth is broad-based.** The country has successfully surpassed the Millennium Development Goal target of halving the incidence of poverty between 1990 and 2015. In 2016, 24.3 percent of the population was below the national poverty line (13.8 percent below the international poverty line of US\$ 1.90 per capita per head that used Purchasing Power Parity or related exchange rate). The figure still represents a substantial number of poor people (approximately 39.6 million in 2016). The country has also achieved a modest decline in inequality. Inequality of Bangladesh is lower than some South and East Asian countries including Nepal, India and Sri Lanka.

3. **The poverty reduction pace has slowed since 2010 and the pace could be slower in future, unless some innovative approaches are undertaken** This is highlighted in an article printed in 2017, in the influential weekly magazine 'The Economist'. It is forecasted that poverty rate of the country will fall only to 15-20 percent by 2030. This proportion is still far short of eradicating poverty.

4. **Inland connectivity and logistics is one of the key focus areas that might have transformative impact on accelerating the creation of more jobs and thereby reducing poverty.** There is a significant body of empirical evidence that confirms the role of inland connectivity, in particular, rural connectivity, on economic development and social wellbeing. For instance, empirical evidence shows that the rural road investments have significant impact on poverty reduction through higher agriculture production, higher wages, lower input and transportation costs, higher output prices. Also, such improvements have led to higher schooling rates for both boys and girls. Therefore, developing and maintaining the rural road network and integrating it with higher level of road network and with other transport network continues to be the public policy priority. However, there is a need to limit connectivity expansion to areas where it is crucial for providing much needed access to unconnected rural communities, which are generally poorer than their connected counterparts.

Sectoral and Institutional Context

5. **Rural populations in Bangladesh have high all-weather road access.** The country tops among eight countries in Asia and Africa where a recent World Bank study has calculated the Rural Access Index (RAI). RAI provides the proportion of people who have access to all-weather roads within an approximate walking distance of 2 km. The RAI figure for Bangladesh has been found to be approximately 87%. Kenya and Nepal are distant second and third ranked countries among these countries with RAI values of 56% and 54% respectively.

6. **Bangladesh started the systematic development rural road network in the mid-80s.** The government's Rural Development Strategy, unveiled in a policy paper in 1984, was the main driver for the development of rural roads.

7. **Bangladesh has extensive network of rural roads.** The total road network size of the country is roughly 375,000 km. This is equivalent to a road density of approximately 250 km per 100 sq. km. This road density is substantially higher than the density of other South Asian countries including India (160 km per 100 sq. km), Nepal (54 km per 100 sq. km) and Sri Lanka (150 per 100 sq. km.). The total rural road network comprises just over 350,000 km (94% of the network). Upazila Roads (UZRs) and Union Roads (UNRs) composed of respectively 11% and 12% of the rural road network. Over a quarter (27%) of the rural road network is paved, with 82% and 57% of the UZRs and UNRs are paved. The majority of the paved rural roads in Bangladesh are in good to fair condition. 2014-15 survey results show that 55% and 54% of paved UZRs and UNRs are in good and fair condition respectively. However, the comparable figure for village roads is lower.

8. **In 2013 the Government of Bangladesh has adopted a "The Rural Roads and Bridges Maintenance Policy".** The objective of the policy is to develop a sustainable rural transport system

through appropriate maintenance management to provide safe operation of vehicles and to ensure necessary funding for their maintenance. The policy document, in particular, has provided guidance on the prioritization of rural roads and bridges under budget constraints. Maintenance of bridges and culverts on UZR and UNRs will get urgent attention, as per the Government’s policy guidance.

9. **Bridges play an important part in Bangladesh’s land transport system.** This is inevitable given the country’s geography, a large flat piece of land, crisscrossed by many rivers and their tributaries. The current available inventory suggests that a bridge is required for every 4.5km of UZR and UNRs. Over four-fifths of these gaps now have structures, leaving a fifth of them to be bridged (Table 1). A back-of-the-envelope calculation suggests that total resource requirements for bridging only these gaps will require in excess of US\$ 2.0 billion. There are approximately 15,000 existing rural bridges (over 6-meter span) on *upazila* roads (UZRs) and *union* roads (UNRs) in Bangladesh.

10. **Total replacement value of Bangladesh’s rural bridges and culverts is roughly US\$ 6.5 billion.** This figure is approximately 2.6% of the Bangladesh’s 2017 Gross Domestic Product. An analysis of the currently available UZR and UNR data suggest the following: (a) A majority (63%) of rural bridges have short-span (below 20m); (b) The majority of the bridges were built after mid-1990s (average age of 19 years); (c) While just over two-fifths of the rural bridges are between 10 and 20 years old (which potentially need major maintenance), a quarter of the bridges are over 25 years old (they either need major rehabilitation or need to be replaced); (d) There exist many narrow bridges (less than 5.5m width) and many would require to be widened or replaced to cope with the increased traffic volumes; and (e) Approximately two thirds (69%) of the bridges have conventional traditional T-beam Reinforced Cement Concrete structures.

Table 1: Upazila and Union Roads Bridge Summary (above 6m span) Information

Road Type	Total Bridged Plus Non-Bridged Gaps		Existing Bridges		Existing Gaps	
	Number	Average Length (m)	Number	Average Length (m)	Number	Average Length (m)
UZR	8,790	40	7,573	32	1,217	88
UNR	8,994	30	7,094	24	1,900	54
UZR plus UNR	17,784	35	14,667	28	3,117	67

11. **The proposed operation is designed as a “hybrid” one.** The operation will have two parts: a Program-for-Results (PforR) part and an Investment Project Finance (IPF) part. The PforR part will support capital investments in *upazila* road (UZR) and *union* road (UNR) bridges: maintenance, rehabilitation, widening, replacement and new construction. Conversely, the IPF part will complement the PforR part by supporting the institutional development and capacity building to improve LGED’s institutional capacity for planning, design, implementation and management of rural bridges.

C. Proposed Development Objective(s)

12. The Program Development Objective is to improve and preserve rural bridges to support connectivity and climate resiliency, and strengthen institutional management. This will be achieved through the maintenance, capacity expansion, or replacement of existing rural bridges; construction of rural bridges on existing gaps; and through measure that enhance capacities for planning, implementation, and management of rural bridge activities.

13. The following four indicators (Table 2) will serve to measure the PDO’s achievement:

Table 2: PDO level results and indicators

PDO-level Result	PDO-level Indicator
Preservation of rural bridges	PDO 1: <i>Upazila</i> or <i>union</i> road bridges that are in good and fair condition
Improved climate resiliency	PDO 2: <i>Upazila</i> or <i>union</i> road new bridges built or replaced with climate resilient features in 19 coastal districts
Improved rural connectivity	PDO 3: Length of severed or constrained <i>upazila</i> or <i>union</i> road links made fully operational
Institutional capacity strengthening and gender	PDO 4: Program bridges designed using in-house technical resources

D. Project Description

The PforR Program Component

14. **The Bank will support Government of Bangladesh’s (GoB) rural bridge related activities (hereinafter referred as the “Operation for Supporting Rural Bridges” or “SupRB” or simply “Program”).** The Program is a subset of Local Government Engineering Department’s (LGED) overall program of capital investment for the construction and maintenance of rural bridges. The Program will comprise two elements: GoB’s bridge maintenance portion of the “Rural Roads and Culvert Maintenance Program” and a new government program for the capacity expansion, replacement and new construction of rural bridges. The proposed Program under LGED will encompass following several primary activities: (a) planning, technical design, quality control and management of rural bridges; (b) maintenance (major and minor) and rehabilitation rural bridges; (c) capacity expansion (widening) and replacement of bridges; and (d) construction of short to medium-span new bridges, a proportion of which will built with climate resilient features.

15. **The estimated funding envelope for the proposed Program over the 5-year Program period is approximately US\$618 million.** The Government of Bangladesh (GoB) and the World Bank will share 31% percent (US\$193 million) and 69% percent (US\$425 million) of the total Program costs (**Error! Reference source not found.**3). The Bank’s funding includes US\$393 million for PforR component and US\$32 million under IPF component to support the institutional development and capacity building activities. GoB will continue to fund bridge maintenance and rehabilitation activities with its existing non-development (recurrent) budget provision. However, to facilitate the Program’s expenditure tracking a separate economic code will be created for supporting bridge maintenance and rehabilitation activities. Another budget provision, with an economic code, under development (capital) budget, will be required for accommodating other capital expenditures (replacement, capacity expansion and new construction of bridges) of the Program. Furthermore, GoB will make a budget provision (development; recurrent) to support Program’s complementary activities linked to the institutional development component.

Table 3: Program Financing (US\$ in million)

Source	PforR Component	IPF Component	Total	% of Total
GoB	193.00	0.00	193.00	31
IBRD/IDA	393.00	32.00	425.00	69
Total Operation Financing	586.00	32.00	618.00	100

16. **The proposed Program for Supporting Rural Bridges will cover 61 districts of Bangladesh.** Three hill districts are excluded as these districts have different administrative arrangements as stipulated in three different legislations that created them¹. The Program will support:

- a. Bridges on *upazila* roads (UZRs) and *union* roads (UNRs) only;

¹ Three hill district councils (Bandarban, Rangamati and Khagrachari) were created in 1989 through three separate pieces of legislations

- b. Minor and major maintenance, rehabilitation, capacity expansion (of narrow bridges that have been constraining the smooth functioning of the UZR and UNR networks including the safe vehicle operations), and replacement bridges (that surpassed their service lives or have been assessed to be unsafe for vehicle operations); and
- c. New construction of short to medium-span new bridges, which are vital for improving rural connectivity but are not financed by LGED's existing projects.

17. **There will be several exclusions applicable to the Program.** They are: (a) new construction of bridges with a length of 100m or above; (b) any new construction, replacement, rehabilitation, maintenance, capacity expansion activities of bridges that are judged to be like to have significant and irreversible social and environmental consequences; (c) construction of bridges in environmentally sensitive areas, such as government-listed national parks and conservation areas; and (d) any contracts in excess of US\$75 million that would constitute "high value" contracts according to the Bank's Operational Procurement Review Committee threshold. World Bank's PforR financing policy (November 2017) also suggested such exclusions, barring (a). Bridges with 100m length or over will be excluded from the Program as a precautionary measure as these bridges are likely to have significant and irreversible social and environmental impacts.

The IPF Component - Institutional Strengthening and Capacity Building Component

18. **The component activities are chosen under three broad categories.** These categories and the chosen activities include: (a) *Program implementation support.* Support to Program coordination and monitoring, Planning, design and other technical areas, Bridge asset management including Rural Bridge Information and Management System (RuBIMS), digital development and GIS, integrated technical audits, procurement, financial management and audits, environmental and social, labor influx, SEA, OHS risk mitigation activities, and DLI verification; (b) *Institutional strengthening and capacity building support.* Support to information and communication technology development, bridge design and maintenance capacity building including the design of climate resilient bridges, environmental and social capacity building, procurement and financial management capacity building, transparency and accountability, and communication, branding and outreach; (c) *Others.* Preparation of potential transport projects and related analytical studies including studies on gender, SEA and OHS.

19. **The World Bank will fully fund the IPF component.** The total allocation for the component is US\$32 million (The summary costs under this component are shown in **Error! Reference source not found.**4 below.). Furthermore, additional to this component activities, the Government will shoulder considerable Program implementation cost burdens. They include officers pay and allowances, administrative expenses, training activities (both local and foreign), travel expenses, and survey and consultancies. These costs are estimated at US\$46 million.

Table 4. IPF Component Financing (US\$, millions)

Item	Total Costs	Contribution	
		GoB	IDA
Support for Program Implementation	23.00	0.00	23.00
Institutional Strengthening and Capacity Building	9.00	0.00	9.00
Grand Total	32.00	0.00	32.00

20. **The component will be implemented as per the World Bank's IPF policy and regulation.** The related policy and regulation are: (a) Bank Policy, Investment Project Financing (November 10, 2017); (b) Bank Directive, Investment Project Financing (November 10, 2017).

E. Project location and Salient physical characteristics relevant to the safeguard analysis (if known)

Although the Program’s geographical spread is known (all districts of Bangladesh excluding three hill districts – Rangamati, Bandarban and Khagrachari districts). However, the sub-project locations of the IPF component is yet to be known in detail at this stage.

The IPF Component is for institutional development and capacity building and will include supports for training and capacity building of LGED. It is expected that the activities under the IPF TA would not pose any significant impact on the environment and social.

F. Environmental and Social Safeguards Specialists on the Team

Md Akhtaruzzaman(GSU)
Iqbal Ahmed (GENDR)

II. IMPLEMENTATION

Institutional and Implementation Arrangements

21. **The Local Government Engineering Department (LGED) will implement the Program.** The department is the premier public-sector organization of Bangladesh under the Local Government Division of the Ministry of Local Government, Rural Development and Cooperatives. The department’s main mandate is the development of rural infrastructure, including transport infrastructure, in Bangladesh. LGED has a long track record of working with the development partners.

22. **Other eight government entities will play noteworthy/complementary roles in supporting the Program.** Table 5 summarizes their roles.

Table 5: Summary Roles Other Institutions Supporting the Operation

Institution	Main Role
1. Local Government Division, Ministry of Local Government Rural Development, and Cooperatives	<ul style="list-style-type: none"> ▪ Operation oversight being the LGED’s parent ministry
2. Planning Commission	<ul style="list-style-type: none"> ▪ Operation appraisal and approval
3. IMED	<ul style="list-style-type: none"> ▪ DLI verification
4. Central Procurement Technical Unit	<ul style="list-style-type: none"> ▪ Oversight function of application of procurement legislations and management of e-GP portal
5. Ministry of Finance (MoF)	<ul style="list-style-type: none"> ▪ Operation budget allocations and fund release
6. Economic Relations Division	<ul style="list-style-type: none"> ▪ Liaison with the World Bank
7. Comptroller and Auditor General (C&AG)	<ul style="list-style-type: none"> ▪ Operation compliance audit ▪ Financial audits for operation eligible expenditures ▪ Financial statement preparation and the IPF component audit
8. Anticorruption Commission	<ul style="list-style-type: none"> ▪ Corruption prevention and investigation and prosecution

23. **The operation will be led by a program coordinator.** The additional chief engineer (maintenance, asset management and road safety) will be the program coordinator. The chief engineer will responsible for operation oversight and providing overall guidance. Sixty-one district executive engineer offices will be mainly responsible for the field-level implementation of the operation activities, including the procurement of contracts. These offices will be supported by a number of *upazila* engineer offices. The *upzila* engineers will act as project

managers for contracts under their jurisdiction. Several other headquarters units/entities will provide support to the operation

Figure 1: Institutional Arrangement for the Implementation of the Program

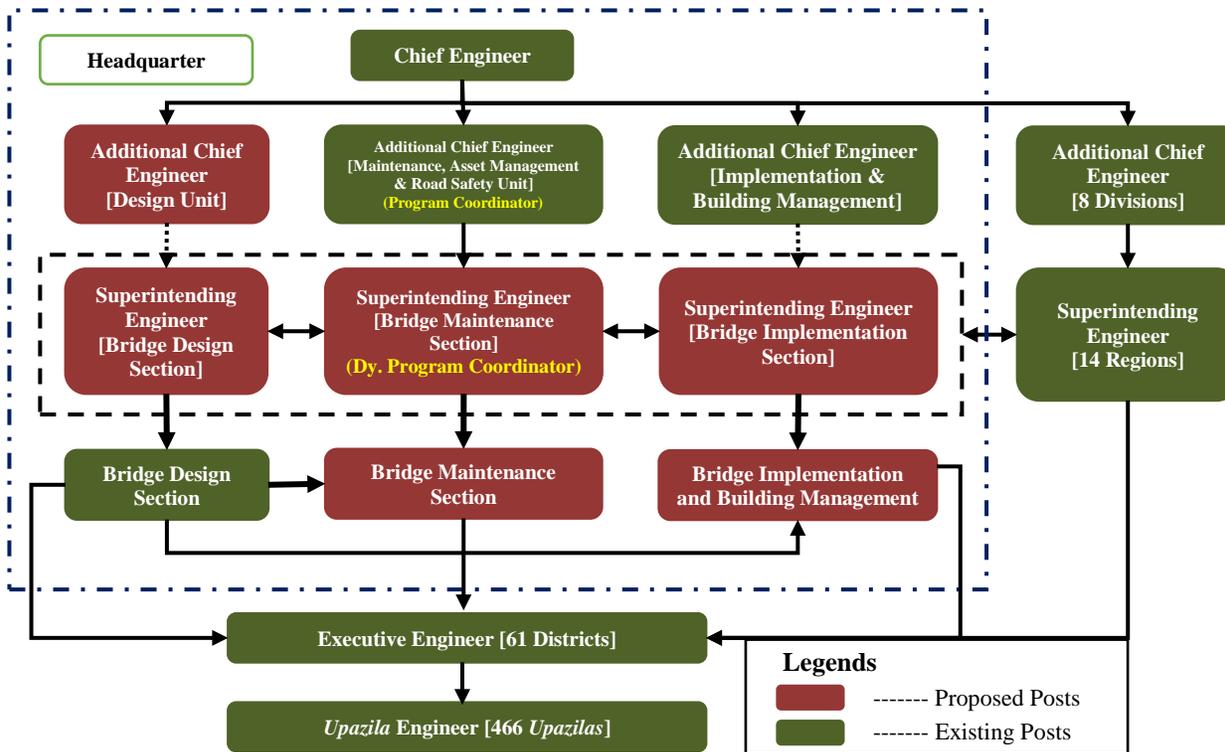


Table 6: Roles / Responsibilities of Internal LGED Entities

LGED's Entity and Office Location	Main Functions
The chief engineer at headquarters	<ul style="list-style-type: none"> Overall oversight and guidance
Additional chief engineer (maintenance, asset management, and road safety) at headquarters	<ul style="list-style-type: none"> Operation coordinator—overall operation management and coordination
Superintending engineer (Bridge Maintenance) at headquarters	<ul style="list-style-type: none"> Deputy Program Coordinator- assisting the Program coordinator in overall operation management and coordination Overall responsibility of bridge major and minor maintenance, rehabilitation and capacity expansion works Coordinating Program activities with superintending engineer (Bridge Design) and superintending engineer (Bridge Implementation and building management)
Superintending engineer (Bridge Design) at headquarters	<ul style="list-style-type: none"> Overall responsibility of technical, design, quality monitoring, and RuBIMS aspects of the Program
Superintending engineer (Bridge Implementation & Building Management) at headquarters	<ul style="list-style-type: none"> Overall responsibility of bridge new construction and replacement of the Program
Divisional additional chief engineers	<ul style="list-style-type: none"> Program oversight at the division level
Regional superintending engineers	<ul style="list-style-type: none"> Program oversight at the regional level
Executive engineers	<ul style="list-style-type: none"> Overall responsibility of Program preparation, procurement, implementation, and monitoring and reporting at the district level

Upazila engineers	<ul style="list-style-type: none"> Overall Program-related responsibility at the <i>upazila</i> level, including contract administration as project manager
Other units/sections at headquarters	(a) Procurement Unit (prepare and update the Procurement Strategy Document, provide e-CM implementation support, monitor contract management-related DLI achievement); (b) Accounts Section (overall operation financial management support); (c) Audit Unit (audit support both internal and external); (d) Training Unit (training-related support); (e) PM&E support; (f) Quality Control Unit (Quality assurance support); (g) proposed Environment and Social Unit (overall social and environmental risk management support)

III. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The IPF TA component does not include any civil works but analytical support for preparation of new rural transport operations. It concentrates institutional capacity building through IT based support and systems development and operation, additional staff resources, and oversight management. LGED will follow an inclusive approach of citizen engagement, gender balance in the process of institutional capacity building and integration of IT based systems for rural transport development and maintenance. The analytical studies may propose new operations for rural transport development those are likely to associate environmental and social risks and impacts. However, given the experience of ongoing RTIP-II, none of the operations will be of high risk/A Category (category of each cannot be ascertained now because precise location, scale and type of activities are not known).
Natural Habitats OP/BP 4.04	Yes	The new operations, prepared under the analytical studies, may have temporary impacts on fisheries and aquatic life. Construction of approach roads on flood plain may restrict free movement of fishes. Site developments may require cutting and/or trimming of tress. The impact on the natural habitats will be studied as part of the environmental assessment under the analytical studies. Appropriate measures will be recommended to reduce the disturbance to the natural habitats.
Forests OP/BP 4.36	Yes	The analytical studies may recommend operations also through the designated parks and forest areas.
Pest Management OP 4.09	No.	The new operations on rural roads interventions will not use any herbicides or pesticides.
Physical Cultural Resources OP/BP 4.11	Yes	It is unlikely that any designated physical cultural resources will be affected by any operations recommended under the analytical studies. In the unlikely scenario of any such impacts, the impacts will be examined as part of the EA. #Chance find# procedures conforming with local legislation on heritage would also be evaluated and made a part of the EMP.
Indigenous Peoples OP/BP 4.10	Yes	The location of the new operations resulting from the analytical studies under the IPF TA may be anywhere in the country, if not in the CHT and have small ethnic communities of indigenous status in the vicinity.
Involuntary Resettlement	Yes	Rural transport operations may involve acquisition of land

OP/BP 4.12		and displacement of people in a limited scale.
Safety of Dams OP/BP 4.37	No	No dams will be proposed for out of the analytical studies, and no investments will depend on existing dams.
Projects on International Waterways OP/BP 7.50	No	None of the new operations related to international waterways.
Projects in Disputed Areas OP/BP 7.60	No	The project does not include any activities in disputed areas

IV. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues	
1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:	
<p>The IPF Component does not include the construction of civil works and will include support for: (a) further deepening the efforts made under the World Bank funded Second Rural Transport Improvement Project (RTIP II) for institutional capacity building; (b) focusing on the bridge related capacity building and institutional strengthening aspects, so that they are planned, designed, implemented and managed sustainably; (c) complementing LGED's efforts in the dissemination of its successes and achievements in order to bring more transparency in its operation; (d) supporting LGED in developing new rural transport (bridges and roads) operations including any analytical support needed for the preparation and design of these operations.</p> <p>However, some aspects of the IPF component, such as the developing new rural transport operations could be of substantial social and environmental risks (of Category B) depending on the nature, scale and location of the activity. The location of the future operations that may be prepared under the TA is not-known at this stage. The new operations can be on the Upazila and Union Roads, and potentially, in close vicinity of existing bridges. The operations of rural transport improvement are largely on plain terrains, and some of them might be through National Parks/ Protected Areas as well as from forest areas. Some rivers, over which bridges may be proposed under the IPF TA component, are important habitat for fishes and aquatic species, and heritage sites are often located in the river banks. For these reasons, OP/BP 4.01 Environmental Assessment, OP/BP 4.04 Natural Habitats, OP/BP 4.36 Forests, and OP/BP 4.11 Physical Cultural Resources are triggered. The IPF Component will therefore, support in carrying out the environmental and social assessment including stakeholder consultations meeting the requirements of the applicable Bank policies.</p> <p>For social impacts under the afore-mentioned IPF component, OP/BP 4.10 (Indigenous Peoples), and OP/BP 4.12 (Involuntary Resettlement) are triggered. For analytical works relating to the preparation of major operations for rural transports, Social Impact Assessments will be conducted in tandem with feasibility studies and required social management plans (resettlement, indigenous peoples development, etc.) shall be prepared in parallel with such studies in accordance with applicable Policies and Procedures of the World Bank and those of the GoB and the LGED ESMF for the rural bridge maintenance national program.</p>	
2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:	
<p>This is not-known at this stage. The ESIA and relevant studies, that will be carried out in tandem with analytical studies, will assess any potential indirect and/or long-term impacts and will incorporate relevant mitigation measures. The ToRs for such studies have been developed, discussed and cleared by the Bank.</p>	
3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.	
<p>Alternatives will be explored during study/design stage as well as by the ESIA. The ToR for ESIA has</p>	

been reviewed and cleared by the Bank.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

Local Government Engineering Department (LGED) under the Local Government Division of the Ministry of Local Government, Rural Development and Cooperatives is the implementing agency of the TA through its Maintenance Unit. LGED has experience of implementing donor supported projects including World Bank supported projects. LGED is familiar with the Bank's social/environmental requirements, as it has been engaged with the Bank funded projects including RTIP-1, RTIP-II, ECRRP, MDSP and MGSP. The department has proposed to establish an Environment and Social Management Unit (ESMU) to deal with environmental and social aspects of rural roads and bridges. LGED has gone through extensive training process under the ongoing RTIP-II operation for environmental and social safeguards compliance in road and bridge planning and development.

GoB/LGED has prepared an Environmental and Social Management Framework (ESMF) for management and environmental and social safeguards issues associated with the bridge maintenance national program. LGED has also developed operations specific environmental and social management plans with track record of successful implementation. The ESMF for the bridge maintenance national program have been prepared considering the government's legal requirements as well as the World Bank's safeguard policies. The ESMF provides a comprehensive framework for the assessment of different risks, development of safeguards instruments, and overall management of impacts. The IPF TA component of the proposed project will support in further strengthening the environmental and social management capacity and system of the LGED, particularly the assessment and management of environmental and social risks and impacts of development projects on rural roads infrastructure.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

Road and bridge specific stakeholders will be identified during the ESIA process. ESIA, as described above, will be undertaken during the implementation of the TA (in tandem with analytical studies). Specific ToRs for the ESIA will include requirements for the stakeholders' consultation and will be reviewed and cleared by the Bank. A generic TORs for the ESIA have been prepared by LGED and reviewed and concurred by the Bank.

B. Disclosure Requirements (N.B. The sections below appear only if corresponding safeguard policy is triggered)

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	June 6 2018
Date of submission to Bank's portal	June 11 15 2018
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	Not applicable
"In country" Disclosure June 7, 2018 (Study TORs only)	
Bangladesh	
<i>Comments:</i> The IPF component will support, among others, developing new rural transport (bridges and roads) operations including any analytical support needed for the preparation and design of these operations. Environmental Impact Assessment (EIA) and Social Impact Assessment (SIA) will be conducted at the time of conducting the study (ies) during the preparation of new operation(s). TORs for both EIA and SIA have been prepared, cleared and disclosed	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	June 6 2018
Date of submission to InfoShop	June 11 2018

"In country" Disclosure June 7 2018 (Study TORs only)	
Bangladesh	
<i>Comments:</i> The IPF component will support, among others, developing new rural transport (bridges and roads) operations including any analytical support needed for the preparation and design of these operations. Social Impact Assessment (SIA) will be conducted at the time of conducting the study (ies) during the preparation of new operation(s), under the IPF component. TOR for the SIA has been prepared, cleared and disclosed. Resettlement Action Plan (RAP) will be prepared during the implementation of the IPF component.	
Indigenous Peoples Development Plan/Framework	
Date of receipt by the Bank	June 6 2018
Date of submission to InfoShop	June 11 2018
"In country" Disclosure June 7 2018 (Study TORs only)	
Bangladesh	
<i>Comments:</i> The IPF component will support, among others, developing new rural transport (bridges and roads) operations including any analytical support needed for the preparation and design of these operations. Social Impact Assessment (SIA) will be conducted at the time of conducting the study (ies) during the preparation of new operation(s), under the IPF component. TOR for the SIA has been prepared, cleared and disclosed. Indigenous Peoples Development Plan will be prepared during the implementation of the IPF component.	
Pest Management Plan: NA	
Was the document disclosed prior to appraisal?	
Date of receipt by the Bank	
Date of submission to InfoShop	
"In country" Disclosure	
If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.	
If in-country disclosure of any of the above documents is not expected, please explain why:	

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting) (N.B. The sections below appear only if corresponding safeguard policy is triggered)

OP/BP/GP 4.01 - Environment Assessment						
Does the project require a stand-alone EA (including EMP) report?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA	<input checked="" type="checkbox"/>
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
OP/BP 4.04 - Natural Habitats						
Would the project result in any significant conversion or degradation of critical natural habitats?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>

OP 4.09 - Pest Management						
Does the EA adequately address the pest management issues?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
Is a separate PMP required?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
If yes, has the PMP been reviewed and approved by a safeguards specialist or PM? Are PMP requirements included in project design? If yes, does the project team include a Pest Management Specialist?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
OP/BP 4.11 - Physical Cultural Resources						
Does the EA include adequate measures related to cultural property?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
OP/BP 4.10 - Indigenous Peoples						
Has a separate Indigenous Peoples Plan/Planning Framework (as appropriate) been prepared in consultation with affected Indigenous Peoples?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA	<input checked="" type="checkbox"/>
If the whole project is designed to benefit IP, has the design been reviewed and approved by the Regional Social Development Unit or Practice Manager?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA	<input checked="" type="checkbox"/>
OP/BP 4.12 - Involuntary Resettlement						
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA	<input checked="" type="checkbox"/>
Is physical displacement/relocation expected?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	TBD	<input checked="" type="checkbox"/>
Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	TBD	<input checked="" type="checkbox"/>
OP/BP 4.36 – Forests						
Has the sector-wide analysis of policy and institutional issues and constraints been carried out?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
Does the project design include satisfactory measures to overcome these constraints?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
Does the project finance commercial harvesting, and if so, does it include provisions for certification system?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	NA	<input type="checkbox"/>
The World Bank Policy on Disclosure of Information						

Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
All Safeguard Policies						
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
Have costs related to safeguard policy measures been included in the project cost?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	NA	<input type="checkbox"/>

V. Contact point

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VII. Approval	
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Country Director:	Name: Sanjay Srivastava (Acting)	Date: June 11 2018