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

Appraisal Stage

Date Prepared/Updated: 09/06/2018

I. BASIC INFORMATION

A. Basic Project Data

Country:	Nepal	**Project ID:**	P161929
		Parent Project ID:	N/A
Project Name:	Second Bridges Improvement and Maintenance Program (BIMP-II)		
Region:	South Asia		
Estimated Negotiations Date:	08-22-2018	**Estimated Board Date:**	September-26-2018
Practice Area (Lead):	Transport & Digital Development	**Financing Instrument:**	PforR & IPF (Hybrid Program)
Borrower(s)	Nepal		
Implementing Agency	Department of Roads		

Financing (in USD Million)

Financing Source	Amount
BORROWER/RECIPIENT	63.0
International Development Association (IDA)	133.0
Borrowing Country's Fin. Intermediary/ies	
LOCAL BENEFICIARIES	
Financing Gap	
Total Project Cost	196.0

Environmental Category	A - Full Assessment (For IPF TA Component). The project is hybrid (PforR and IPF TA)
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. Over the past decade, Nepal's economy has performed reasonably well. Growth averaged 4.3 percent (at market prices) over 2005–15. Although declining as a share in the economy, agriculture continues to play a large role, contributing 30 percent of value added. The service sector has grown in importance, accounting for half of value added in recent years. Industry, in general, and manufacturing, has grown more slowly and its relative share in the economy is falling. Similarly, exports continue to struggle, while imports are fueled by remittances. However, remittance as a share of gross domestic product (GDP) has recently been on a declining trend due to lower oil prices that have affected economic prospects in those countries with large Nepalese migrants. Inflation was in single digit for most of the past decade, with the peg of the Nepalese rupee to the Indian rupee providing a nominal anchor. Fiscal balances remained sustainable owing to strong revenue growth and modest spending. The incidence of poverty measured against the national poverty line fell by 19 percentage points between 2003/04 and 2010/11, and in 2010/11[1], 15 percent of the population was counted as poor. Most multidimensional indicators of poverty also showed improvements across regions in Nepal. However, these gains remain vulnerable to shocks and setbacks, as evidenced by the 2015 earthquakes which were followed by trade disruptions resulting in GDP growth of 0.6 percent in 2016, the lowest in 14 years.

2. Data released by the Central Bureau of Statistic (consisting of a revision of the FY2017 growth rate and an updated estimate for FY2018) show that growth has been strong, despite the external shock from floods. In mid-August 2017, the worst flood in decades destroyed 64,000 ha of standing crop, contributing to an estimated reduction in the agriculture growth rate from 5 percent to 2.8 percent (in FY2017 and FY2018, respectively). This contributed to a reduction in overall GDP growth from 7.9 percent in FY2017 to 6.3 percent in FY2018. Government revenue continued to perform well. However, spending also picked up significantly in FY2017 compared to previous years. Nevertheless, ambitious expenditure targets envisioned in the budget have not been met and the quality of spending has not improved with 60 percent of the capital spending occurring in the last quarter. Also, spending pressures have increased in the first half of FY2018 due to fiscal transfers and spending on elections, capital goods, and federalism. High inflation in the past two years has moderated sharply due to moderating inflation in India and improving supply-side constraints. Inflation slowed to 4.2 percent (y-o-y) in December 2017 but increased to 6 percent (y-o-y) in March 2018 owing to a sharp uptick in vegetable prices. Meanwhile, credit growth slowed in early 2018 to 16.7 percent (y/y) compared to its peak of 31.9 percent in 2017; but deposits growth continued to decline, pushing up interest rates. On the external side, the cumulative effect of a sharp trade balance deterioration and a slow growth of remittances, is putting significant pressure on the current account. Economic activity, has been affected by the worst floods in decades particularly affecting agriculture output. This contributed to a slowdown in growth from its peak of 7.9 percent in FY2017 to an estimated 6.3 percent in FY2018.

3. A new government, backed by a historic majority in Parliament, took up office on February 15, 2018. This follows elections for all three tiers (local, state, and federal) of the state architecture defined by the new constitution, marking a protracted but successful conclusion of a political transition that began with the signing of the Comprehensive Peace Agreement in November 2006. State governments largely mirror the coalition at the center. At the subnational level, funds, functions, and functionaries hitherto managed by the central, district, and village authorities are moving to the seven new states and 753 local governments for which new legislation, institutions, and administrative procedures are being formalized as constitutionally prescribed. Meanwhile, the central-level authority is being streamlined with a focus on oversight. These exercises at state restructuring are expected to result in improved outreach and service delivery but will likely take time before they become fully operational.

[1] Poverty data were last updated in 2010. The World Bank will be collaborating with the Central Bureau of Statistics to update national poverty estimates using the Annual Household Survey data (2013/14 – 2016/17) and prepare the next Nepal Living Standard Survey.

C. Sectoral and Institutional Context

4. Nepal's physical and economic integration as a country depends on bridges along the Strategic Roads Network (SRN) that enable year-round connectivity between the federal provinces. The SRN consists of 12,142 km of roads and 1,773 bridges. It carries the majority of passenger and goods transport throughout Nepal. It also provides critical connections to India, which is Nepal's largest trading partner and primary conduit for third country trade. The bridges that stitch together different sections of SRN roads represent critical infrastructure for Nepal's development given the number of river crossings and drainages that Nepal's Himalayan topography creates. Where bridges have yet to be built, or prove vulnerable to climatic conditions such as flooding, communities and entire sections of Nepal can lose connectivity to other internal regions, social services, and markets. Absent or lost connectivity impedes poverty reduction—particularly in Nepal's rural areas.

5. The SRN remains both incomplete and inadequate with respect to the transportation services that Nepal requires for poverty reduction and increasing shared prosperity. For example, only about 54% of SRN roads feature some form of bituminous surface. Similarly, there are 372 identified gaps (totaling approximately18,861 meters) on SRN roads that require new bridge construction for improved all-weather connectivity. The geographical configuration of the SRN is significant to Nepal's transport connectivity challenges and national integration under the new federal structure. Nepal's busiest highway, known as the East-West Highway traverses "Terai" districts and provides a transportation link that runs in parallel to Nepal's southern border with India. This road crosses numerous large year-round and seasonal rivers that drain hill and mountain catchments. As a result, approximately 40% of Nepal's existing bridge stock (by meters) is found on the East-West Highway. North-south feeder roads branch off the East-West Highway and provide access to the difficult topography of Nepal's hill and mountain districts.

6. SRN roads and bridges that comprise Nepal's national road network provide the physical links that integrate Nepal as a single country. The maintenance and replacement of aging bridges along Nepal's East-West Highway is particularly critical to the reliability of this connectivity. The proposed operation will thus focus on the maintenance, replacement, and new construction of bridges. The Government prioritizes interventions based on the Bridge Management System (BMS) that was mobilized under the IDA-supported First Bridges Improvement and Maintenance Program (BIMP I). This system allows the Government to prioritize road links where bridge works are critical and expected to generate most impacts in terms of asset life, travel time, number of beneficiaries, and so on. Additionally, it is worth noting that the Association also supports the rehabilitation of the road network through other complementary projects that are under implementation.

7. Nepal's Department of Roads (DOR) within the Ministry of Physical Infrastructure and Transport (MoPIT) develops and maintains roads and bridges along the SRN. The SRN and its management is a national concern with resources allocated from Nepal's Consolidated Fund through the national budget. Implementation of SRN works is managed by 34 Divisional Road Offices (DROs) as well as Kathmandu-based units that operate across divisions. A central Kathmandu-based Bridge Branch within the DOR has overall jurisdiction over bridge assets and uses four regionally based Bridge Sectors to maintain field presence. It directly manages complex bridge works using a dedicated engineering team. For less complex bridge works, DROs implement works under the Bridge Branch's supervision and technical guidance.

8. Monsoon flooding during the summer of 2017 demonstrated that many bridges in Nepal, particularly along the East-West Highway are vulnerable to natural events. The International Panel on Climate Change (IPCC) suggests that Himalayan regions like Nepal will experience significant changes in weather patterns due to climate change. The World Bank's Climate and Disaster Risk Screening tool also indicates high risks of extreme precipitation and landslides facing SRN roads and bridges. Strengthening the resilience of Nepal's road and bridge network, particularly through greater consideration for resilient engineering designs will be important for adapting to whatever

eventualities climate change will bring for Nepal. Strengthening maintenance systems is also essential for achieving greater resilience as well as cost effectiveness of Nepal's SRN bridge investments. Regular bridge maintenance is critical to enhancing resilience and extending the useful life of assets at levels of costs that are typically well below bridge replacement. There is also a need to enhance the resilience considerations reflected in initial bridge designs that the DOR deploys in Nepal.

9. SRN roads and bridges suffer from insufficient road safety features and the rate of road transport-related fatalities in Nepal is among the highest in the world. In part, this reflects a historical focus on prioritizing expansion of connectivity ahead of the quality and safety of that connectivity. Bridge rail, proper markings, approach barriers, and features to protect pedestrians and cyclists transport are typically basic and insufficient to provide for safety. The design and construction of bridges for inclusive and safe access is an area where Nepal can improve development results from bridge investments.

10. Nationally, of the total number of people employed in the transport, storage, and communications sector in Nepal, only 3.5 percent are women.[2] This may in part reflect cultural norms and preferences. Women are similarly unrepresented in Nepal's engineering professions and the ministries or departments that manage the road networks, which represents a clear gender gap in Nepal's transport sector. While there are provisions to support female and minority inclusion in the public service in Nepal, such initiatives remain at nascent stages. For example, the quota/target for female civil servants for the public service as a whole is 33 percent. There is a need to increase both the level of participation and level of inclusiveness of underrepresented groups. Rough estimates suggest that female engineers comprise about 6 percent of the DOR's technical staff (that is, around 25 female engineers out of approximately 430). Despite being a low proportion overall, this may be slightly more than other roads sector institutions in Nepal. For example, in 2013 the Department of Local Infrastructure Development and Agricultural Roads reportedly employed only 7 female engineers (out of approximately 1,000).[3] At present, there is only one female 'class 1' government officer[4] assigned in the entirety of Nepal's roads sector. A pilot survey of the DOR's human resources that was conducted in March 2017 highlighted perceptions of gender bias with respect to promotion. Anecdotal evidence also suggests that female engineers within road sector institutions are often allocated organizational or administrative tasks rather than technical task which may reduce job satisfaction and limit opportunities for advancement. Sourcing more female engineers, enhancing their technical skills, and elevating their role in technical programs can help strengthen the road sector institutions of the Government of Nepal (GON) and their ability to engage with different segments of Nepal's population. This will be a key objective of the new Design and Advanced Technology Cell (DATC) that the proposed operation will support. Hiring and training of female engineers through the DATC will indeed help develop role models and bridge gender gaps, as DATC female engineers are later expected to hold various positions throughout their careers in the department.

D. Proposed Development Objective(s)

11. The PDO is to provide safe, resilient, and cost-effective bridges on Nepal's Strategic Roads Network. The following three indicators will serve to measure the PDO's achievement:

Key Results

PDO level results and indicators are as mentioned below:

PDO-Level Result	PDO-Level Indicator
Safe bridges	PDO 1: Reduced likelihood of road departure crashes on Program bridges.

[2] Based on International Labor Organization data, using a three-year moving average.

[3] https://blogs.adb.org/blog/meet-nisha-tripathee-female-engineer-nepal.

[4] 'Class 1' officers are able to hold the rank of Director General and Deputy Director General level posts. They are also potential candidates for Secretary-level positions in Nepal's ministries.

Resilient bridges	PDO 2: Enhanced DOR capabilities for developing resilient bridge designs.
Cost effective bridges	PDO 3: Estimated road user cost savings achieved by Program interventions.

E. Project Description

Government program

12. The DOR's program of bridge investment accounts for approximately US$60–70 million of spending per year (likely US$300–US$350 million over the next five years). One segment of this larger program concerns maintenance, rehabilitation, and replacement of 78,169 m of SRN bridges in addition to ongoing construction of 15,710 m of new SRN bridges. It also covers a further 18,861 m of gaps that require new SRN bridges over the near and medium-term future. The BMS provides a basis for tracking bridge inventory and gaps that require future bridges. BMS results provide prioritization for maintenance and new construction according to a multi-criteria formula that considers need and criticality. Data from the BMS also provide an overall description of the DOR's SRN bridge assets for planning and summary purposes. On average, bridges along the SRN are relatively short spanned and simple structures. Roughly two-thirds of all SRN bridges are less than 40 m. Over 90 percent of all SRN bridges are less than 100 m long. Activities to be carried out under the PforR Program are detailed in section II.C (PforR Program Scope). Estimated PforR Program spending per year is indicated in annex 1. The PforR Program described in annex 1 was structured based upon analysis of BMS data and the delivery capacity of the DOR's Bridge Branch.

13. Beneficiaries of the Program include motorized road users, pedestrians and cyclists, and communities that derive benefits from reduced transportation costs. In Nepal this has been shown to benefit agricultural producers, which is significant because of agriculture's role in employment and poverty reduction. A 2012 research paper illustrated how farms in hill districts that have closer proximity to Nepal's major North-South road links are more profitable.[5] A similar study observed that, between 1997 and 2002, the likelihood of escaping poverty for households in rural communities was 0.51 percent higher for every 10 percent reduction in their travel time to access public services.[6]

14. The replacement value of Nepal's existing and under-construction bridge assets that the DOR manages stands at approximately US$1.1 billion (at present levels of cost without consideration for depreciation). This is equivalent to 5.1 percent of Nepal's 2016 GDP. The cost of building bridges along all identified gaps on the SRN is approximately US$216 million at present levels of cost, which is equivalent to a further 1 percent of Nepal's 2016 GDP. It is important to note that these figures are not static as the SRN (and hence the need for bridges) continues to expand. In addition, aging bridges increasingly require maintenance and replacement. There are also needs for the DOR to enhance safety, resilience, inclusiveness, and capacity offered by existing bridges to meet Nepal's evolving development needs.

PforR Program Scope

15. Developing and/or maintaining bridge infrastructure in the Strategic Roads Network under the Bridge Branch, as set forth in the Bridge Policy and Strategy, including: (a) providing road safety upgrades on existing bridges; (b) constructing new bridges; (c) completing bridges under construction; (d) major bridge maintenance; and (e) carrying out bridge designs, site assessments, feasibility studies, quality monitoring, environmental and social impact

[5] Shrestha, Slesh A. 2012. "Access to the North-South Roads and Farm Profits in Rural Nepal" University of Michigan.

[6] Dillon, Andrew, Manohar Sharma, and Xiaobo Zhang. 2011. "Estimating the Impact of Access to Infrastructure and Extension Services in Rural Nepal." International Feed Policy Research Institute.

management, and providing logistics support, for the Program, as required for the preparation and supervision of civil works.

16. The Recipient shall ensure that the Program excludes any activities which: (a) are likely to have significant adverse impacts that are sensitive, diverse, or unprecedented on the environment and/or affected people; (b) involve the procurement of: (1) works, estimated to cost $50,000,000 equivalent or more per contract; (2) goods, estimated to cost $30,000,000 equivalent or more per contract; (3) non-consulting services, estimated to cost $30,000,000 equivalent or more per contract; or (4) consultants' services, estimated to cost $15,000,000 equivalent or more per contract; (c) are financed by any other financier or by the Association under any other loan, credit or grant; or (d) concern any backlog bridges that are not in compliance with the Program Fiduciary, Environmental and Social Systems.

IPF Component: Consultancy Support and Institutional Development

17. This component will support the following: (a) provision of consultancy support and institutional development to the Recipient to prepare Potential Future Projects within the Strategic Roads Network, such as, including but not limited to, preparation of baseline assessments, engineering studies, feasibility studies, safeguard assessments and technical designs; (b) carrying out technical audits through the National Vigilance Center, identifying instances where implementation of works deviates from expected technical- and process-related standards or specifications; (c) developing advanced bridge designs to: (i) enhance resilience to extreme weather or seismic events; and (ii) include pedestrians' and cyclists' access; (d) Provision of Training to develop the DOR staff and other stakeholders' technical, social, environmental and fiduciary capabilities; (e) strengthening the institutional capacity of the Bridge Branch for the carrying out of supervision and oversight activities on the Strategic Roads Network under the Operation; (f) mobilizing, equipping and developing the Design and Advanced Technology Cell; (g)improving DOR's occupational and community health and safety practices and its capacity to implement the Labor Act; (h) verification activities support. (i) collecting data for the impact evaluation of the Program.

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

18. The operation's IPF component includes activities such as feasibility studies, technical studies, engineering design studies, and preparation of safeguards documents as part of the preparation of potential future projects. The actual implementation of those potential future projects is not part of the operation. It is likely that some of those future potential projects would be classified as 'Category A'" for the purpose of the Association's Environmental Assessment Policy. The category of each future potential project or bridge that will be prepared under the IPF component will be confirmed in accordance with the screening criteria as per OP 4.01 'Environmental Assessment' as well as Nepal's legislative requirements and the DOR's ESMF that guides their implementation. Model Terms of Reference (TORs) for the development of safeguards documents have been prepared, reviewed, cleared by the Association and publicly disclosed. Site-specific assessment reports and prepared plans relating to 'Category A' projects will be reviewed and cleared by the Association, approved by the concerned GON authorities, and disclosed by the Association and the DOR for a duration of time that is satisfactory to the Association before the execution of assignments. During implementation, model TORs will be customized to site-specific interventions. Any site-specific studies and safeguards documents for each Category A intervention will be reviewed and cleared by the Association.

19. For environmental risk management, 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 for the IPF component because one or more of the bridges to be constructed with support from this component may have adverse consequences relevant to those aspects, depending on the location and details of the proposed intervention/bridge. For social impacts,

OP/BP 4.10 (Indigenous Peoples) and OP/BP 4.12 (Involuntary Resettlement) are triggered. Safeguards documents will be prepared in accordance with these policies.

20. Communities and individuals who believe that they are adversely affected as a result of a Bank supported operation, as defined by the applicable policy and procedures, may submit complaints to the existing program grievance redress mechanism or the World Bank's Grievance Redress Service (GRS). The GRS ensures that complaints received are promptly reviewed in order to address pertinent concerns. Affected communities and individuals may submit their complaint to the WB's independent Inspection Panel which determines whether harm occurred, or could occur, as a result of WB non-compliance with its policies and procedures. Complaints may be submitted at any time after concerns have been brought directly to the World Bank's attention, and Bank Management has been given an opportunity to respond. For information on how to submit complaints to the World Bank's corporate Grievance Redress Service (GRS), please visit http://www.worldbank.org/GRS. For information on how to submit complaints to the World Bank Inspection Panel, please visit www.inspectionpanel.org.

21. The IPF Component is a TA and will include support, inter alia, for the preparations of future projects on the Strategic Roads Network; advanced bridge designs for enhanced resilience and inclusion; and other technical support outlined in the project description.

22. Specific locations of projects applicable to the IPF component are not yet to be known. The designs that will be prepared under the IPF TA Component are likely to be for bridges located on the Strategic Road Network (SRN) of Nepal, and in some cases, in close vicinity of existing bridges. The road network under SRN spread across Nepal – hills/ mountains, and plain terrains. Some sections of roads in the SRN pass through sensitive sites including protected areas or close to such sites and/ or forest areas as well as through or close to settlements.

G. Environmental and Social Safeguards Specialists on the Team

Drona Raj Ghimire, Sr. Environment Specialist - GEN06
Caroline Mary Sage, Sr. Social Development Specialist – GSU06
Annu Rajbhandari, Environmental Specialist – GEN06
Govind Prasad Bhatt, Social Development Consultant – GTI06
Dron Pun, Environnemental Consultant - GENDR

II. IMPLEMENTATION

H. Institutional and Implementation Arrangements

23. The DOR's Bridge Branch will lead Program implementation as well as the implementation of the operation's IPF component. Six other entities within the DOR will have key roles in supporting the Program's functioning. Table 1 summarizes the roles of these different entities.

Table 1: Roles / Responsibilities of Internal DOR Entities

DOR Entity	Program role
Bridge Branch (Lead entity for Program delivery)	• Overall stewardship of the BMS and Bridge Site Monitoring System (BSMS), management of BMS/BSMS data and software • Implementation (including procurement and contract management) of complex works (for example high/long bridges, innovative designs, advanced maintenance, and repair methodologies) • Oversight of implementation by DROs (for less complex works) • Coordination of site supervision by independent consultants

	• Management of design consultants and international experts • Implementation of the IPF component of the hybrid operation on consultancy support, advanced resilience and inclusion designs, and institutional development • Design approval, planning, monitoring, and development of Program investments • Undertaking of quality monitoring and evaluation of worksites • Coordination of all PforR Program and IPF activities and primary point of contact with the Association's task team • Results monitoring and evaluation
Divisional Offices	• Procurement and contract management of less complex works
Bridge Sectors (Regional Directorates)	• Coordinating of monitoring and reporting to the Bridge Branch of bridge works by Divisional Offices within their respective geographical remits • Direct monitoring and reporting to the Bridge Branch on Program bridge works within their respective geographical remits
Planning Branch	• Compilation of work plan and annual budget for the Program (which are subsequently proposed to Ministry of Finance [MoF] for consideration/inclusion in the national budget)
Financial Administration Section	• Financial control and reporting for the Program within the DOR
Geo-Environmental and Social Unit (GESU)	• Lead overall management of environmental and social aspects of the Program • Social and environmental assessments (EAs) and development of safeguards instruments in accordance with the DOR's ESMF, and other legislative provisions of the GON • Ensuring environmental and social consideration are adequately incorporated in project designs, bidding documents, bills of quantities (BoQs), contract monitoring systems, and other elements of contractual packages • Environmental and social compliance assurances—including planning, implementation, monitoring, and supervisions; and seek/grant approvals/concurrences as applicable • Management of the DOR's Grievance Redress Mechanism (GRM) complaints relating to social and environmental impacts
Maintenance Branch	• Development of Annual Road Maintenance Plans (which also include bridges)

III. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	**Triggered?**	**Explanation (Optional)**
Environmental Assessment OP/BP 4.01	Yes	The TA under IPF component will support the preparation of new road project and advance engineering design of major bridges that will require parallel Environmental and Social Assessments. Some of existing SRN Roads pass through National Parks/ Protected Areas and forests. The roads and bridges that may be proposed might be located in the mountainous/hilly as well as in the plain terrains. Cultural sites are found in many of the rivers over which bridges may be constructed. After completion of the preparation/ engineering design under the IPF TA, subsequent construction of the road or bridges may have impacts on the natural environment, human health & safety, and cultural resources. The road and some bridges, depending on the location, scale, and type of activities, may

		be of high risk (risk level of each cannot be ascertained now because precise location, scale and type of activities are not known). Given that the details of investments are largely unknown at this stage, a draft EIA TOR has been developed, which includes the development of required environmental management plans where necessary. The TOR will be adapted for site specific assessments and plans for each future project as needed.
Natural Habitats OP/BP 4.04	Yes	Some of SRN Roads pass through National Parks/ Protected Areas. The new road project that may be prepared under the IPF TA could also pass through the protected area/ natural habitat. Some rivers, over which bridges may be designed under the IPF TA component, could be important habitat for fishes, riverine ecosystems and aquatic species. The currently prepared EIA TOR will be adapted for site specific assessments and required plans for each future project as needed.
Forests OP/BP 4.36	Yes	Some of SRN Roads pass through forest areas. The new road project that may be prepared under the IPF TA could also pass through the forest area. The bridges designed under the IFP TA could also be located in or adjacent to forests. The currently prepared EIA TOR will be adapted for site specific assessments and required plans for each future project as needed.
Pest Management OP 4.09	No	The proposed operation will not use any herbicides or pesticides. Therefore, this policy is not triggered.
Physical Cultural Resources OP/BP 4.11	Yes	Depending on the locations of the activities, there is possibility of existence of cultural sites within or close to rights of way or project influence area: some could be of national/ international significance. The currently prepared EIA TOR will be adapted for site specific assessments and required plans for each future project as needed.
Indigenous Peoples OP/BP 4.10	Yes	Indigenous Peoples (IPs) in Nepal reside in various parts of the country and are likely to be present in the proposed project/program area as well because the road and/or bridge project that may be prepared under the IPF TA may pass through the IP area. Thus, they (IPs) are potentially affected people by the project activities, triggering this policy. Given that the details of project investments are largely unknown at this stage, a draft model Social Impact Assessment TOR has been developed, which includes the development of an indigenous peoples/vulnerable community development plan with IP issues, where necessary. The TOR will be adapted for site specific assessments and plans for each future project as needed.

Involuntary Resettlement OP/BP 4.12	Yes	Involuntary taking of land might be required as the road and/or bridge project that may be prepared under the IPF TA might pass through the settlements, agricultural lands, etc. affecting assets and/or livelihoods of the people. Therefore, the policy is triggered. Given that the details of investments are largely unknown at this stage, a draft Social Impact Assessment TOR has been developed, which includes the development of a Resettlement Action Plan where necessary. The TOR will be adapted for site specific assessments and plans for each future project as needed.
Safety of Dams OP/BP 4.37	No	No dams will be constructed or upgraded for the project, and no project investments depend on existing dams.
Projects on International Waterways OP/BP 7.50	No	No dams will be constructed or upgraded for the project, and no project investments depend on existing dams.
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:

The IPF Component does not include the construction of civil works and will include support for: (i) preparing future projects on the Strategic Roads Network; (ii) technical auditing by NVC; (iii) advance bridge designs for enhanced resilience and inclusion; (iv) training (domestic and international) and capacity development; (v) supervision oversight consultancies; (vi) mobilization, equipage, and development of a Design and Advance Technology Cell; and (vii) capacity development for Environmental and Social Risk management, including support to improve OHS practices and DOR's capabilities for implementing Nepal's new Labor Act (2017).

However, some aspects of the IPF component, such as the preparation of feasibility studies/ future projects and advance bridge designs relating to major SRN road could be of significant social and environmental risk depending on the nature, scale and location of the activity. The location of the future project that may be prepared under the TA is not-known at this stage. The advance design of the bridges on the SRN will be located in the existing Strategic Roads, and potentially, in close vicinity of existing bridges. The roads under SRN are in the hilly/ mountain as well as plain terrains, and some of SRN Roads pass through National Parks/ Protected Areas as well as from forest areas. Some rivers, over which bridges may be designed 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, together with technical preparation and engineering design, support the carrying out the environmental and social assessments, including stakeholder consultations meeting the requirements of the applicable Bank policies.

For social impacts, OP/BP 4.10 (Indigenous Peoples), and OP/BP 4.12 (Involuntary Resettlement) are triggered. For analytical and engineering works relating to the preparation of major SRN road and bridge projects, Social Impact Assessments (SIA) will be conducted in tandem with engineering works (feasibility studies, and

preparation of designs and DPRs) and required social management plans (resettlement, Indigenous Peoples/vulnerable community development, etc.) shall be prepared in parallel with such engineering works in accordance with applicable Policies and Procedures of the World Bank (including OP/BP 4.10, 4.12, etc.) and those of the GON (Land Acquisition Act; Land Acquisition, Resettlement and Rehabilitation Policy, etc.; and the DOR's ESMF - which has been prepared with support of the World Bank environment and social safeguard teams under Bank-supported Road Sector Development Project (RSDP), and is in alignment in general with the applicable social and environmental policies of the Bank).

2. Describe any potential indirect and/or long-term impacts due to anticipated future activities in the project area:

This is not-known at this stage. The EIA, SIA and other assessments that will be carried out during implementation of the TA, in tandem with technical studies/ assessment, will assess any potential indirect/ and/ or long-term impacts and will incorporate relevant mitigation measures. Generic TOR for EIA and SIA have been reviewed and cleared by the Bank. The generic TOR will be customized for each intervention during implementation of the TA. The customized TOR for each high-risk intervention will be reviewed and cleared by the Bank.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

Alternatives will be explored during study/design/DPR stage as well as by the EIA and SIA. The TOR for EIA and SIA will be 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.

Implementing agency, the Department of Roads (DOR) is the lead agency in planning and developing the Strategic Road Network (SRN) including bridges on the SNR in Nepal, and has experience of implementing donor supported projects including World Bank supported projects. The DOR is familiar with the Bank's social/environmental requirements, as it has been engaged with the Bank funded projects including RSDP, NIRTTP, RSSP and BIMP-I (predecessor of the proposed Program). The department has established a Geo-Environment and Social Unit (GESU) to deal with environmental and social aspects of roads: it has played an important role in mainstreaming environmental and social considerations in road and bridge planning and development.

GON / DOR has prepared a sectoral Environmental and Social Management Framework (ESMF 2007), which is being applied in the Bank funded ongoing RSDP, NIRTTP, etc. DOR issued a bridge addendum to the ESMF in 2013. The ESMF together with the bridge addendum have been prepared considering the government's legal requirements as well as the World Bank's safeguard policies. ESMF and the addendum provide a comprehensive framework for the assessment of different risks, development of safeguards instruments, and overall management of impacts. Besides, the DOR has developed several documents such as a manual and reference book for helping internalize environmental and social aspects. Over the years, DOR has improved environmental and social management through strengthening GESU. However, DOR has limited experience of independently handling/ managing higher risk projects. The IPF TA component of the proposed project will support in further strengthening the environmental management capacity and system of the DOR/GESU, particularly the assessment and management of environmental and social risks and impacts of high-risk projects.

The existing Environmental and Social Management Framework (ESMF) of DOR will be used as a general guidance document. The client has prepared generic TOR for the EIA and SIA (Road and Bridge) for use during the TA implementation, which have been cleared by the Bank. Based on the generic TOR cleared by the Bank, the client -during implementation- will prepare specific/customized TOR for EIA and SIA for each IPF supported design work. The specific/customized TOR (for EIA and SIA) for high-risk interventions will be reviewed and cleared/agreed by the Bank, in which specific requirements for the proposed bridge/road to comply with the Bank safeguard policies will be defined. It is envisaged that the EIA and SIA will be undertaken at the same time as the more complex designs being supported by the TA. Where such interventions are screened as high-risk

interventions (i.e. screened as Category 'A' interventions), each EIA and SIA TOR will be subject to consultation and disclosure as required by the World Bank safeguard policies as well as clearance from the Bank. In addition, an Environmental and Social Screening will be carried for each IPF intervention. The Screening and Categorization Report will also include an early environmental and social assessment of the potential impacts and risks providing early inputs to engineering planning and design. The Bank will review and clear each of the screening and categorization reports for Category 'A' interventions. The Bank will also review and clear each of the draft EIA and SIA Report of Category 'A' interventions. Environmental and social safeguard documents, including detailed EIA, SIA and various required plans as per GON and World Bank provisions, will be prepared during the implementation of the TA, in tandem with engineering works (feasibility studies, and preparation of designs and DPRs). The aim is for the EIA and SIA steps and engineering steps to be carried out together so that there is good integration of both environmental/ social assessment and engineering planning and design processes and outputs.
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 EIA and SIA process. EIA/SIA, as described above, will be undertaken during the implementation of the TA (in tandem with technical studies). Specific TOR for the EIA and SIA will include requirements for the stakeholders' consultations and disclosures and will be reviewed and cleared 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 (ESMF)	December 29, 2017
Date of receipt by the Bank (EIA Model TOR)	April 17, 2018
Date of submission to InfoShop (ESMF)	December 29, 2017
Date of submission to InfoShop (EIA Model TOR)	April 17, 2018
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	NA
"In country" Disclosure	
Nepal (ESMF)	December 19, 2017 (Re-disclosed integrating Bridge Addendum)
Nepal (EIA Model TOR)	April 17, 2018
Comments: The ESMF of the Implementing Agency (DOR) has been prepared with support from the World Bank. It is generally in-line with environmental and social safeguard policies and procedures of the Bank and is inclusive of provisions for screening, planning, and developing actions and guidance to address safeguard issues arising from implementation of project activities. The ESMF is being applied in the ongoing Bank supported projects. Generic TOR for EIA and SIA have been prepared, and cleared by the Bank. Specific/customized TOR for EIA and SIA will be prepared based on the generic TOR cleared by the Bank. The specific TOR for each Category 'A' interventions will also be reviewed and cleared by the Bank. The Screening and Categorization Report will also be reviewed and cleared by the Bank.	
Resettlement Action Plan/Framework/Policy Process	

Date of receipt by the Bank (ESMF)	December 29, 2017
Date of receipt by the Bank (SIA Model TOR)	April 17, 2018
Date of submission to InfoShop (ESMF)	December 29, 2017
Date of submission to InfoShop (SIA Model TOR)	April 17, 2018
"In country" Disclosure	
Nepal (ESMF)	December 19, 2017 (Re-disclosed integrating Bridge Addendum)
Nepal (SIA Model TOR)	April 17, 2018
Comments: The DOR ESMF contains RAF and has provisions complying with Bank policies and procedures that will be followed during the EIA / SIA and in preparation of the RAP and other plans as required adhering to applicable GON and World Bank standards/provisions. Generic TOR for EIA and SIA have been reviewed and cleared by the Bank. EIA and SIA TOR for specific interventions will be prepared during implantation of the TA, and specific/ customized TOR for each Category 'A' intervention will be reviewed and cleared by the Bank during implementation of the TA.	
Indigenous Peoples Development Plan/Framework	
Date of receipt by the Bank (ESMF)	December 29, 2017
Date of receipt by the Bank (SIA Model TOR)	April 17, 2018
Date of submission to InfoShop (ESMF)	December 29, 2017
Date of submission to InfoShop (SIA Model TOR)	April 17, 2018
"In country" Disclosure	
Nepal (ESMF)	December 19, 2017 (Re-disclosed integrating Bridge Addendum)
Nepal (SIA Model TOR)	April 17, 2018
Comments: The DOR ESMF contains IPF and has provisions complying with Bank policies and procedures that will be followed during the EIA / SIA and in preparation of the IPP/ VCDP. Generic TOR have already been reviewed by the Bank. Intervention specific TOR will be reviewed and cleared by the Bank ensuring that Bank policies are fully complied with in conducting the SIA and preparation of required management plans (VCDP/IPP, etc.).	
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:	
NA	

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	[]	No	[]	NA	[x]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes	[]	No	[X]	NA	[]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes	[X]	No	[]	NA	[]
OP/BP 4.04 - Natural Habitats						
Would the project result in any significant conversion or degradation of critical natural habitats?	Yes	[]	No	[]	NA	[x]
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	[X]	No	[]	NA	[]
OP 4.09 - Pest Management						
Does the EA adequately address the pest management issues?	Yes	[]	No	[X]	NA	[]
Is a separate PMP required?	Yes	[]	No	[X]	NA	[]
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	[]	No	[]	NA	[x]
OP/BP 4.11 - Physical Cultural Resources						
Does the EA include adequate measures related to cultural property?	Yes	[X]	No	[]	NA	[]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes	[X]	No	[]	NA	[]
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	[]	No	[X]	NA	[]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes	[]	No	[]	NA	[X]
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	[]	No	[X]	NA	[]
OP/BP 4.12 - Involuntary Resettlement						
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes	[]	No	[X]	NA	[]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes	[]	No	[]	NA	[x]

Is physical displacement/relocation expected?	Yes	[]	No	[]	TBD	[X]
Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)	Yes	[]	No	[]	TBD	[X]
OP/BP 4.36 – Forests						
Has the sector-wide analysis of policy and institutional issues and constraints been carried out?	Yes	[]	No	[X]	NA	[]
Does the project design include satisfactory measures to overcome these constraints?	Yes	[]	No	[]	NA	[X]
Does the project finance commercial harvesting, and if so, does it include provisions for certification system?	Yes	[]	No	[X]	NA	[]
The World Bank Policy on Disclosure of Information						
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes	[X]	No	[]	NA	[]
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	[X]	No	[]	NA	[]
All Safeguard Policies						
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes	[X]	No	[]	NA	[]
Have costs related to safeguard policy measures been included in the project cost?	Yes	[X]	No	[]	NA	[]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes	[]	No	[]	NA	[X]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes	[X]	No	[]	NA	[]

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