

INTEGRATED SAFEGUARDS DATA SHEET (ISDS)

Appraisal Stage

Date Prepared/Updated: 04/26/2018

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 Appraisal Date:	05-09-2018	Estimated Board Date:	Jul-10-2018
Practice Area (Lead):	Transport & Digital Development	Financing Instrument:	PforR
Borrower(s)	Government of Nepal represented by Ministry of Finance		
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 one third of value-added. The service sector has grown in importance, accounting for more than 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 that exceed 30 percent of GDP. 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 from 2003/04 to 2010/11, and in 2010/11, 25 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, like the 2015 earthquakes which were followed by trade disruptions resulting in the lowest economic growth in 14 years in 2016.

2. Economic activity, which rebounded strongly in FY2017, following two challenging years, has once again been disrupted by floods affecting more than one-third of the country. Rebound in FY2017 stemmed partly from a base effect, as well as a favorable monsoon boosting agricultural output and earthquake reconstruction gathering speed to raise investment. High inflation in the past two years has moderated sharply and has decelerated to 2.7 percent (y/y) in July 2017. Government revenue continued to perform well, and spending has 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 capital spending occurring in the last quarter. Meanwhile, rapid credit growth in early 2017 has slowed but deposits growth has continued to decline, pushing up the interest rates. On the external side, the cumulative effect of a sharp trade balance deterioration and a slow growth of remittances, has put some pressure on current account. Economic activity, which was expected to progress well in FY2018, has been affected by the worst floods in decades particularly affecting the agriculture output. A new constitution that defined Nepal as a federal democratic republic was promulgated in September 2015. With the formulation of the new Constitution, Nepal is now migrating to a federal state structure with autonomous sub-national governments. One major impact of the transition is the redundancy of the district offices and their sub offices to be replaced by the newly elected local governments. The country will now have 7 Provinces and 753 Municipalities. Funds, functions and functionaries hitherto managed through the 75 District Development Committees will move to new local governments. While the proposed 753 Municipalities are expected to provide better outreach and services, they will likely take significant time to become fully operational. In addition to fresh general elections, Nepal is aiming to elect a new provincial tier of government by December 2017.

3. A new constitution that defined Nepal as a federal democratic republic was promulgated in September 2015. With the formulation of the new Constitution, Nepal is now migrating to a federal state structure with autonomous sub-national governments. One major impact of the transition is the redundancy of the district offices and their sub offices to be replaced by the newly elected local governments. The country will now have 7 Provinces and 753 Municipalities. Funds, functions and functionaries hitherto managed through the 75 District Development Committees will move to new local governments. While the proposed 753 Municipalities are expected to provide better outreach and services, they will likely take significant

time to become fully operational. In addition to fresh general elections, Nepal will also elect a new provincial tier of government by December 2017.

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 vast 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. 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 via the national budget. Implementation of SRN works is managed by 34 Divisional Road Offices 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 4 regionally based Bridge Sectors to maintain field presence. It directly manages complex bridge works using a dedicated engineering team. For less complex bridge works, Divisional Road Offices implement works under the Bridge Branch's supervision and technical guidance.

6. The geographical configuration of the SRN is significant to Nepal's transport connectivity challenges. 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. SRN roads and bridges that comprise Nepal's national road network provide the physical linkages 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.

7. 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 that Himalayan regions like Nepal will experience significant changes in weather patterns due to climate change. The Association's Climate and Disaster Risk Screening tool further confirms 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 DOR deploys in Nepal.

8. SRN roads and bridges suffer from insufficient road safety features and the rate of road transport related fatalities in Nepal is amongst 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 non-motorized 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.

9. 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 approximately 18,861 meters) on SRN roads that require new bridge construction for improved all-weather connectivity. Historically, the SRN's development has been constrained by GON's fiscal capacity and the inherent technical challenges of Himalayan geology. Increasingly, however the SRN's development is constrained by governance related issues and the limited ability of GON's programs to deliver their intended results to international standards of safety, reliability, and cost effectiveness. The IDA-supported Bridges Improvement and Maintenance Program (BIMP-I) made considerable progress but more work remains to be done. Sourcing the overall quantum of investment needed for improving SRN road and bridge infrastructure will remain a formidable challenge. However, the foremost obstacle to addressing it will be improving results from the money that will be spent along the way. Supporting the GON to further advance both infrastructure availability and the capabilities of its SRN bridge program (hereafter the Program) is a high development priority for Nepal.

10. Women are unrepresented in Nepal's engineering professions and the ministries / departments that manage the road network which represents a clear gender gap in Nepal's transport sector. Rough estimates suggest that female engineers comprise about 6% of the DOR's technical staff. 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).¹ At present, there is only one female "class 1" government officer² assigned in the entirety of Nepal's roads sector. Nationally, of the total number of people employed in the transport, storage and communications sector in Nepal, only 3.5% are women.³ This may in part reflect cultural norms and preferences. However, anecdotal evidence also suggests that female engineers within road sector institutions are often allocated organizational 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 GON's road sector institutions and Nepal's overall engineering community. This will be a key objective of a new Design and Advanced Technologies Cell (DATC) that the proposed operation will support.

¹ <https://blogs.adb.org/blog/meet-nisha-tripathee-female-engineer-nepal>

² "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.

³ Based on ILO data, using a three-year moving average

C. Proposed Development Objective(s)

11. The Program Development Objective 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:

<i>PDO level result</i>	<i>PDO level indicator</i>
Safe bridges	<u>PDO 1</u> : Reduced likelihood of road departure crashes on Program bridges.
Resilient bridges	<u>PDO 2</u> : Enhanced DOR capabilities for developing resilient bridge designs.
Cost effective bridges	<u>PDO 3</u> : Estimated road user cost savings achieved by Program interventions

D. Project Description

PforR Program Scope - As the ISDS is not necessary for the PforR operation, the PforR component of the project has not been described here.

IPF Component – TA, Advanced Resilience & Inclusion Designs, & Institutional Development:

12. The IPF TA component will support, among other things, studies that concern potential impacts and requirements for site specific mitigation plans under the Association's system, and advanced designs for enhanced resilience and inclusion that could be included in future IDA-supported operations. The IPF component will thus support baseline assessments, engineering studies, feasibility studies, and technical designs for preparing future projects on the SRN as government priorities crystalize and DOR identifies the specific projects. The risk level of each future proposed project or bridge for which relevant studies will be prepared under the IPF component will be confirmed in accordance with the screening criteria as per Bank's OP 4.01 as well as country's legislative requirements and the DOR's Environmental and Social Management Framework that guides their implementation. Model Environmental Impact Assessment (EIA) and Social Impact Assessment (SIA) Terms of Reference (TOR) have been prepared, reviewed, cleared by the Bank and publicly disclosed. During implementation, model TOR will be customized to site-specific interventions. During implementation, site specific EIA and SIA TOR as well as EIA and SIA report(s) for each high-risk intervention will be reviewed and cleared by the Association. The site-specific assessment reports and prepared plans shall be reviewed and cleared by the Bank, approved by the concerned GON authorities, and be disclosed by the Association and DOR (/Implementing Agency) at least 120 days prior to the execution of assignments.

13. 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 developed with support from the TA may have adverse consequences relevant to those aspects, depending on the location and details of the proposed intervention/bridge.

14. For social impacts, OP/BP 4.10 (Indigenous Peoples), and OP/BP 4.12 (Involuntary Resettlement) are triggered. Vulnerable Community Development Plan (VCDP) inclusive of Indigenous People's issues (or an independent Indigenous Peoples' Plan (IPP) where necessary) will be developed as may be applicable

based on findings of social impact assessment (SIA) for each bridge-site. Similarly, a Resettlement Action Plan (RAP) or Abbreviated Resettlement Action Plan (ARAP) will be prepared for each project requiring permanent acquisition of private assets (land, structures, etc.) based on SIA findings. Further, adversely affected persons/families will be supported in livelihood restoration and/or enhancement through preparation and implementation of a VCDP for each high-risk bridge site.

15. 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 WB'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.

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

16. 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.

17. 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.

F. 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, Environmental Consultant - GENDR

II. IMPLEMENTATION

Institutional and Implementation Arrangements

18. DOR's Bridge Branch will lead Program implementation as well as the implementation of the hybrid operation's IPF component. Six other entities within the Department of Roads 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

<i>DOR Entity</i>	<i>Program role</i>
<p>Bridge Branch (Lead entity for Program delivery)</p>	<ul style="list-style-type: none"> ▪ Overall stewardship of Bridge Management System (BMS) and Bridge Site Monitoring System (BSMS), management of BMS / BSMS data and software ▪ Implementation of complex works (e.g. high / long bridges, innovative designs, advanced maintenance and repair methodologies) ▪ Oversight of implementation by Divisional Road Offices (for less complex works) ▪ Coordination of site supervision by independent consultants ▪ Management of design consultants and international experts ▪ Implementation the Program’s complementary component on technical assistance, advanced resilience & inclusion designs, and institutional development ▪ Design approval, planning, monitoring, and development of Program investments ▪ Undertaking 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
<p>Divisional Offices</p>	<ul style="list-style-type: none"> ▪ Procurement and contract management of less complex works
<p>Bridge Sectors (Regional Directorates)</p>	<ul style="list-style-type: none"> ▪ Coordinating of monitoring and reporting to Bridge Branch of bridge works by Divisional Offices within their respective geographical remits ▪ Direct monitoring and reporting to Bridge Branch on Program bridge works within their respective geographical remits.
<p>Planning Branch</p>	<ul style="list-style-type: none"> ▪ Compilation of work plan and annual budget for the Program (which are subsequently proposed to MoF for consideration / inclusion in the national budget)
<p>Financial Administration Section</p>	<ul style="list-style-type: none"> ▪ Financial control and reporting for the Program within DOR

Geo-Environment and Social Unit (GESU)	<ul style="list-style-type: none"> ▪ Lead overall management of environmental and social aspects of the Program ▪ Social and environmental assessments and development of safeguards instruments in accordance with the DOR’s Environmental and Social Management Framework, and other legislative provisions of GON ▪ Ensuring environmental and social consideration are adequately incorporated in project designs, bidding documents, bills of quantity, 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 DOR’s Grievance Redress Mechanism (GRM) focusing on social and environmental impacts
Maintenance Branch	<ul style="list-style-type: none"> ▪ 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	<p>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.</p>
Natural Habitats OP/BP 4.04	Yes	<p>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</p>

		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 IPF 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
<p><i>Comments:</i> 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.</p>	
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
<p><i>Comments:</i> 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.</p>	
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
<p><i>Comments:</i> 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.).</p>	
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	<input type="checkbox"/>	No	<input type="checkbox"/>	NA	[x]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes	<input type="checkbox"/>	No	[X]	NA	<input type="checkbox"/>
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes	[X]	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 type="checkbox"/>	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	<input 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	[X]	NA	<input type="checkbox"/>
Is a separate PMP required?	Yes	<input type="checkbox"/>	No	[X]	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 type="checkbox"/>	NA	[x]
OP/BP 4.11 - Physical Cultural Resources						
Does the EA include adequate measures related to cultural property?	Yes	[X]	No	<input type="checkbox"/>	NA	<input type="checkbox"/>
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes	[X]	No	<input 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	[X]	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	[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	<input type="checkbox"/>	No	[X]	NA	<input 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 type="checkbox"/>	NA	<input checked="" 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 type="checkbox"/>	No	<input type="checkbox"/>	NA	<input checked="" 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

Contact 1: Dominic Pasquale Patella
Title: Sr. Transport Specialist
Tel: +1 (202) 458 4619
Email: dpatella@worldbank.org

Contact 2: Oceane Keou
Title: Transport Specialist
Tel: +1 (202) 473 7130
Email: okeou@worldbank.org

Borrower/Client/Recipient

Contact: Mr. Kewal Prasad Bhandari
Title: Joint Secretary, International Economic Cooperation Coordination Division
Tel: +977 4211837
Email: ieccd@mof.gov.np

Implementing Agencies

Contact: Mr. Gopal Prasad Sigdel
Title: Director General, Department of Roads
Tel: +977 15529075
Email: dgdor@dor.gov.np

For more information contact:

The World Bank
1818 H Street, NW
Washington, D.C. 20433
Telephone: (202) 473-1000
Web: <http://www.worldbank.org/projects>

APPROVAL

Task Team Leader(s)	Dominic Pasquale Patella Oceane Keou
---------------------	-----------------------------------------

Approved By

Regional Safeguards Adviser	Maged Mahmoud Hamed	May 17, 2018
Practice Manager	Karla Gonzalez Carvajal	May 18, 2018