# Safeguards Provisions

for the Contingent Disaster Response Sub-Component
for the National Community Driven Development Project (NCDDP)
*(to be inserted into ESMF)*

**Trigger Scenario**

The contingent disaster response sub-component is designed for enabling an accelerated response to disaster scenarios, which - by their very nature – usually cause substantial negative environmental and social impacts. The contingency component would essentially include a range of mitigation, repair and restoration measures to restore pre-disaster conditions, if possible with a higher degree of resilience. The disaster event with the highest likelihood of occurrence during the project implementation period would be a tropical storm (typhoon), with extremely high wind speeds, and high amounts of precipitation.

*The main primary impacts* caused by this scenario would include coastal and inland flooding, erosion, landslides and mudflows, damage of river bank protection and hydrotechnical installations, uprooting of trees, damage to infrastructure, roads, dwellings and other buildings, deposition of mud, sediments and debris over large areas, including agricultural plots.

*The location* of the contingent disaster response sub-component would be within the overall geographic scope of the project, given the strong overlap between the most disaster-affected areas in the Philippines and the 900 NCDDP rural municipalities.

*The formal trigger* of the contingent disaster response sub-component would be a declaration of a national state of calamity by the President of the Philippines or of a local state of calamity (Municipal level) by the Local Government Unit.

**Modified Positive List**

Due to the widespread damage associated with an extreme weather event the following additional activities could be envisaged under the contingent disaster response sub-component:

1. repair of rural and local roads;
2. backfill, reshaping and landscaping of areas affected by erosion;
3. Repair of river bank protection systems and earth-fill dykes up to 5m height if supervised by a qualified civil engineer;
4. repair / reconstruction of small bridges (span up to 15 m);
5. construction of temporary bypass roads up to 500 m length, if (i) not located in sensitive habitats and (ii) land acquisition follows the provisions of the main ESMF and (iii) the bypasses are completely removed and the alignment restored to its original conditions once the need for their service has expired;
6. repair / reconstruction of communal irrigation and water supply systems;
7. collection and removal of technogenic debris (building parts, mixed waste, timber) as well as uprooted trees and plant debris from public infrastructure, public spaces and agricultural areas, and its deposition in pre-existing waste management facilities that

are operating under national licensing and regulations and comply with normal practice in the Philippines.

8. repair of public buildings and infrastructure (e.g. transmission lines, street lighting, traffic signs, bus stops);
9. collection and removal of earth, mud and plant debris from public infrastructure and spaces as well as agricultural areas, and its deposition, landscaping and greening at appropriate locations;

The first three activities listed above are already allowed/envisaged under NCDDP open-menu of sub-projects (and undertaken in non post-disaster contexts). **Activities listed under numbers 4 through 9 would only be carried out in the event of an emergency (i.e they are not part of NCDDP's regular project menu).** The scope of these activities as well as the simplified implementation procedures that would apply to all NCDPP contingent sub-component activities would be outlined in greater detail in the simplified Operations Manual that will be developed for the Contingent Sub-component (the acceptance of which by the World Bank would be a condition of disbursement for the sub-component).

**Modified Negative List**

The negative list has been compiled to exclude certain activities associated with disaster response and post-disaster reconstruction that fulfill one or more of the following criteria: (i) environmentally risky, (ii) may create impacts that require more sophisticated planning and preparation of mitigation measures, (iii) have technical complexities and requirements that would go beyond the capacity normally available in a CDD project environment, (iv) would trigger additional safeguards policies or change the project's safeguards category, (v) are not aligned with public interests or do not benefit common goods or public services.

Applying the above criteria to the anticipated context of the contingent disaster response sub-component, the following list of activities has been compiled:

- repair of facilities storing hazardous substances (e.g. fuel depots), except simple clearing of debris or landslide materials on access roads and perimeters;
- major repair or reconstruction of damaged waste management facilities, except the collection of spilled and dispersed waste from the facility and returning it to its original position on the facility, or a safe temporary repository on the perimeter;
- repair of privately owned production facilities;
- any "salvage logging" operations (which might be undertaken as result of storm damage to forests);
- repair of dykes or dams that are higher than higher than 5 m, or store water volumes larger than 1,000,000 $m^3$;
- construction of new temporary or permanent infrastructure to bypass devastated areas which have a segment length of > 500 m, and a cumulative length of 2,000 m within a corridor of 10 km or less;
- construction of new, or substantial expansion of existing flood protection works, especially when this involves the conversion of floodplains or riverine forests;
- bulk purchase of fuel, lubricants, pesticides, herbicides or other hazardous substances;

- any activity in a sensitive or protected natural habitats as defined by OP4.04, except the removal of debris and the repair of pre-existing infrastructure, e.g. access roads or park ranger buildings.

**Additional Safeguards Provisions**

For the contingent disaster response sub-component no activities are anticipated that would require provisions and mitigation measures that are significantly different from the main project. All key relevant provisions for environmental and social management are already contained in the ESMF and LARR Framework and would remain fully applicable to the contingent component. The additional activities described in the modified positive list would not change the project's safeguards category or trigger additional safeguards policies.

The following provisions refer to selected aspects of the modified positive list, that warrant specific considerations, and should be seen as guidance to increase readiness and facilitate implementation, should the sub-component be triggered. The additional provisions will not require substantial additional resources, skills or capacity.

**Provisions for road repair and bypass construction works:** The repair and reconstruction of roads, as well as of temporary bypasses should follow general good practice in engineering and environmental management, as described e.g. in the World Bank's "Handbook on Roads and the Environment" (technical paper No. 376). Special attention should be paid to the following issues:

- Where road embankments have been damaged by flooding the reason may be insufficient dimensioning of the original drainage system. In the course of repair and reconstruction the placement of new culverts should be considered to avoid the damming and accumulation of precipitation that can cause erosion and collapse of embankments. This measure, combined with diligent repair and maintenance (cleaning) of drainage ditches and existing culverts would help to increase the resilience against future storm and flood events.
- If temporary bypasses are required due to damaged bridges, landslides, collapsed embankments etc. they should be constructed in a manner to maximize their functionality and minimize negative environmental impacts. Their length would be limited to 500 m per segment (and to 2,000 m within a 10 km stretch of road corridor) and they would not be allowed in or adjacent to protected areas or sensitive habitats. They would be constructed to allow complete removal after decommissioning, e.g. by placing a layer of geotextile under the temporary embankment, and using geotextile to maximize structural stability while economizing on material demand. Often suitable coarse aggregate may be difficult to find, in which case geotextile layering ("reinforced earth") would be a both technically and environmentally suitable solution for temporary road construction.
- The fill material required for temporary bypass construction should be minimized and sourced from either pre-exiting, licensed borrow areas, or from the earth and debris deposited by floods and / or landslides.
- Temporary embankments should be bunded and / or equipped with silt barriers drainage ditches and sedimentation ponds to avoid excessive siltation of the immediate

surroundings. This will be especially important in areas of agricultural use and near settlements.

- After the repair of the original road sections the bypass must be completely removed and the area restored to its original condition.
- If any temporary bridges are constructed they must allow free flow of water, avoid the narrowing of the cross section of the watercourse and resulting change of flow speed, and minimize disturbance of the river bed and resulting turbidity (deploy silt barriers, minimize vehicle movement in and close to river bed). Complete removal and restoration of the river banks must be ensured after the bypass ceases to be required and is decommissioned.

**Provisions for waste management:** Mineral substances (earth, sand, gravel, rocks), organic waste and "technogenic" waste (resulting from goods, objects or structures made of artificial, synthetic materials) should be separately collected and treated in the manner described below:

- *Mineral substances* are considered environmentally harmless and should - as far as their geotechnical properties are sufficiently acceptable - be reused as backfill for damaged earthworks (e.g. embankments, dykes) or as fill for landscaping areas. Fine materials with poor geotechnical quality could still be used to fill depressions and raise ground to increase local flood resilience. Superfluous materials that cannot be reasonable reused should be deposited in a safe, stable, unused area outside zones prone to flooding or landslides. They should be emplaced with stable slope angles, lightly compacted and vegetated.
- *Organic waste*, such as wood, timber, plant debris, should be collected and as far as possible separated. Reusable and recyclable items (timber, wood as construction material or fuel) should be extracted, and only the remaining plant debris deposited in a safe area for composting. The compost could later be reused in agricultural activities. If biofuel burning power plants, or biogas reactors are in the affected area these would also be potential recycling pathways.
- *Technogenic waste* should be collected and recyclables (e.g. plastic bottles, glass, metals) as well as reusable items as far as possible extracted. The remaining fraction should be deposited at a pre-existing waste management facility that is licensed under domestic regulations and operated according to prevailing good practice in the Philippines. While this could constitute a deviation from the World Bank Group's EHS (environment, health and safety) guidelines, which demand the implementation of GIIP[1] it would be deemed acceptable under the circumstances because: (i) not collecting the waste would carry a negative impact of larger magnitude; (ii) the incremental negative impact of contributing to an existing facility not operated according to GIIP would be negligible; (iii) there may be no technically or economically feasible alternatives; (iv) compliance with national regulations would be ensured; (v) the waste segregation before deposition would minimize its quantity, and (vi) none of the expected waste types are deemed hazardous.

**Provisions for works in or near protected areas:** All allowable works in protected areas must be supervised by qualified personnel from the park service, nature protection agency or environmental protection agency. Also the project's environmental specialist should receive,

[1] Good international industry practice

review and approve a detailed work plan (including maps and drawings) that specifies the exact nature, location, dimensions, and footprint of the works, as well as the planned environmental and social management and mitigation measures and the special provisions and precautions to be followed. The works would be absolutely restricted to the repair of small scale, pre-existing park infrastructure, such as access roads, ranger buildings, communication equipment, fire towers and similar.

**Provisions for repair of dams and dykes:** All works on dams and dykes designated as water retention structures above 3m height need to be supervised by an experienced and qualified civil engineer. The maximum allowable height of dams and dykes that may be carried out under the project would be 5m, or the maximum allowable storage volume 1,000,000 $m^3$.

**Monitoring and Supervision**

All arrangements for monitoring and supervision that are in pace for the main project would also be applicable to the contingent disaster response sub-component. Activities were additional, specific advice by the project's and the World Bank's environmental and social specialists during activity preparation and implementation would be sought, would be:

1. repair / reconstruction of small bridges (span up to 15 m);
2. construction of temporary bypass roads up to 500 m length, if (i) not located in sensitive habitats and (ii) land acquisition follows the provisions of the main ESMF and (iii) the bypasses are completely removed and the alignment restored to its original conditions once the need for their service has expired;
3. Repair of river bank protection systems and earth-fill dykes up to 5m height if supervised by a qualified civil engineer;
4. works near waste management facilities or other installations with elevated environmental risk levels;
5. works in or adjacent to national parks or sensitive or critical habitats.