



# Concept Environmental and Social Review Summary

## Concept Stage

### **(ESRS Concept Stage)**

Date Prepared/Updated: 12/06/2021 | Report No: ESRSC02461



**BASIC INFORMATION**

**A. Basic Project Data**

Country	Region	Project ID	Parent Project ID (if any)
India	SOUTH ASIA	P177856	
Project Name	Rail Logistics Project		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	3/30/2022	6/24/2022
Borrower(s)	Implementing Agency(ies)		
Dedicated Freight Corridor Corporation India Limited	Dedicated Freight Corridor Corporation of India Limited		

**Proposed Development Objective**

The project development objective is (i) to increase freight modal shift to safe and low carbon transport along the Eastern Dedicated Freight Corridor and (ii) to develop Dedicated Freight Corridor Corporation of India Limited as a sustainable institution to provide rail freight connectivity and multimodal logistics services.

Financing (in USD Million)	Amount
<b>Total Project Cost</b>	<b>500.00</b>

**B. Is the project being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?**

No

**C. Summary Description of Proposed Project [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]**

The project builds on a series of World bank engagements with DFCCIL. The EDFC program was financed through a series of 3 projects namely EDFC 1, EDFC 2, and EDFC 3. The overall program objective was to meet the growing freight and passenger demand on the eastern corridor (Ludhiana - Delhi - Kolkata) with an improved level of service; and develop institutional capacity of DFCCIL and IR to build and operate the DFC network. The current project builds on the decade long engagement with DFCCIL and IR to help complete the construction activities over the eastern corridor (Khurja - Ludhiana and Kanpur- Mughalsarai sections) and to build a self sustainable institution (DFCCIL)



capable of providing rail freight connectivity and multimodal logistics services. New works - beyond ongoing contracts of erstwhile EDFC 3 - are expected to begin after about one year of the project approval.

#### **D. Environmental and Social Overview**

D.1. Detailed project location(s) and salient physical characteristics relevant to the E&S assessment [geographic, environmental, social]

The EDFC corridor traverses the Indo-Gangetic plain connecting the port of Kolkata on the Bay of Bengal in the east to the industrial heartland of northern India in the north-west (Ludhiana). The corridor is mostly parallel to the existing Indian Railway (IR) route with diversions in densely populated areas to minimize displacement of people and economic activities. The first phase of this corridor for Khurja- Kanpur (343 km) and Khurja-Dadri (46kms) was implemented as part of EDFC1 project supported by the Bank. The second loan EDFC 2 was approved in April 2014 and covers the second section (Kanpur- Mughal Sarai). It is a 393 km double-track section that traverses 7 districts and 372 villages in the state of Uttar Pradesh. The ROW width is around 20-40 m in the sections parallel to IR and 40-60 m in the detour sections. EDFC 3 Project is a 401 km section between Khurja (in the state of Uttar Pradesh) and Sahnewal, near Ludhiana in Punjab North-West of Delhi. It connects with the EDFC1 and EDFC2 lines to create a 1816 km long Ludhiana-Kolkata EDFC route. The current project will support the completion of on-going works in the Khurja - Ludhiana and Kanpur- Mughalsarai sections.

The other candidate corridors for varying levels and activities for support under the project include two new corridors, which traverses the Hazaribaug plateau as well as Kharagpur to Vijaywada on the eastern coast traversing the plain of Mahanadi and other peninsular rivers like Subarnarekha and Krishna. Two additional corridors - Delhi to Chennai and Mumbai to Kolkata would traverse the expanse of India from North to South and East to West respectively. Some portions of the alignments may need to pass very close to/through important wildlife havens such as forests or water bodies. These four proposed stretches under the project may pass through areas with presence of tribal population and cultural properties as well. The ESIA to be carried out, once these corridors are finalized, will assess the presence of tribal community along the project corridor and tribal development plan will be prepared if required. The sites of cultural significance will be identified through community consultations.

#### **D. 2. Borrower's Institutional Capacity**

The environmental regulations of Gol do not mandate railway projects to obtain environmental clearances from the Ministry of Environment & Forest, and Climate Change . However, as part of the programmatic implementation of eastern corridor supported by the Bank, DFCCIL has developed an Environmental Policy and Environmental Management Framework applicable for all its activities. As part of these proactive initiatives, the agency has also carried out "Green House Gas Emission Analysis" of both the eastern and western corridors. Considering the nature and scale of construction activities DFCCIL has also developed 'Silicosis Reduction Strategies' to be implemented in its construction activities.

DFCCIL has set up a Social and Environmental Management Unit (SEMU) at the HQ level and is responsible for coordinating with all field units for effective management of E&S management (EMP and RAP related) activities. It is headed by a General Manager, who is supported by one environmental and social specialist each, hired from the market. This unit is supported by NGOs for field-level implementation. At the field level i.e Chief Project Managers (CPM), also operate as Chief Resettlement Officers (CRO), assisted by Assistant Project Managers (APM - Social). To supervise construction, Project Management Consultants (PMC) teams have dedicated staff looking after EMP



implementation, and safety. In addition, the Contractors have their own Environmental officers and safety staff, including stewards for fieldwork.

This unit has successfully completed the following due diligence activities: (i) carried out Environmental Assessment for EDFC 1 (Khurja – Kanpur) Section; EDFC2 (Kanpur – Mughal Sarai) Section ; Tundla Detour of EDFC 1; and Rail Over Bridges in EDFC 1; (ii) secured clearances from Taj Trapezium Authority, Archaeological Department for Tundla Detour in EDFC 1; (iii) obtained permissions for forest land diversion and tree cutting clearances for EDFC 2; (iv) initiated forest land diversion clearances for EDFC 3 and (v) carried out Environmental Assessment for EDFC 3.

Monitoring and Evaluation: Regular performance monitoring of RAP implementation has been carried out by the internal oversight mechanisms of DFCCIL, in which SEMU and the CPM office have key roles. As the Engineer, PMC teams oversee the implementation of the EMP provisions pertaining to construction and report to CPM office in the field. SEMU and the CPM office is assisted by PMC and the facilitating NGOs. DFCCIL has hired Social and Environmental Safeguards Monitoring and Reporting Consultants (SESMRC) for third party monitoring and quality audit of EMP as well as LA and R&R measures and this agency has been providing quarterly progress reports and yearly Safeguard Review Reports for necessary follow up and any remedial action that may be required.

Experience of implementation of EDFC 1,2 and 3 indicates: i) RAP implementation in the field has worked wherever APMs (Social & Env) are supported by a experienced RAP implementation NGO and has struggled wherever these officials are overburdened with responsibilities of E&S aspects along with construction progress; ii) coordination between HQ and CPM offices has worked reasonably well; iii) SEMU, HQ can be further strengthened by hiring more E&S specialists who can work closely with field offices

By performing these safeguard activities; DFCCIL has demonstrated its commitment to environmental management and social impact management. However, DFCCIL has limited experience in implementing Environmental and Social Management Plans as will be required under the ESF. The current new project will also be the first instance of using the ESF for DFCCIL. This would require further handholding and capacity building of SEMU and Project Managers Staff in the field. The Bank team would work with DFCCIL and will ensure these capacities are developed at DFCCIL along with adequate E&S staffing.

## II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

### A. Environmental and Social Risk Classification (ESRC)

High

#### Environmental Risk Rating

High

The environmental risk is high for the project due to the following reasons: 1. Scale of civil works involved (about 800km of railway corridor, which includes some fresh alignment and resultant impacts. 2. Staffing, capacity and performance of SEMU, E&S officials in the field offices and SESMRC as described above. 3. There continues to be a lag in the implementation of environmental management measures with EDFC2 rated as moderately unsatisfactory at close. 4. This is the first project for DFCCIL with ESF provisions with formal explicit requirements for OHS in ESS2, resource efficiency in ESS3. 5. Potential for impacts on important natural habitats is also possible for corridors other than those supported under the EDFC program for which will be undertaken as part of this project where



stipulations of Net Gain in case of Critical Habitats or No Net Loss in case of Natural Habitats would need to be adhered to during those activities.

**Social Risk Rating**

High

The social risk is rated high due to following reasons: 1. The social safeguards was rated unsatisfactory at the project closure for EDFC 1 and 2 and social rectification action plan was prepared to address the outstanding issues. These included: compensation payments for lost assets to 4023 (4.8%) of the total 83,810 PAPs; R&R assistance payments to 4422 (8.58%) of the total 51,550 entitled PAPs and payment of livelihood support of INR 5 million to 3215 (22.93%) of the total 14,022 entitled PAPs across all EDFCs – 1, 2 and 3. Although progress has been made in the implementation of the Safeguard Rectification Action Plan (SRAP) agreed between the client and the Bank to correct E&S shortcoming encountered during supervision of previous projects with EDFCIL, (e.g. for EDFC 1 and, 2 and 3), full completion has not it yet been achieved. to be completed. Under the existing operation, compliance with this will be continued to be monitored on monthly basis until completion. 2. The three EDFCs were prepared under safeguard regime and though client has developed some capacity to address social issues, ESF is completely new for DFCCIL thus need to build capacity. 3. The location of last mile connectivity is not know yet and may have adverse social impact, 4. Given the use of solar panels, forced labour risks in the supply chain is also an aspect that will need to be assessed and managed; and 5. The ESIA for the new corridors is yet to be carried out hence impacts are unknown, however if indigenous population are impacted, depending on the significance of such impact, their Free Prior and Informed Consent (FPIC) may be required..

**B. Environment and Social Standards (ESSs) that Apply to the Activities Being Considered**

**B.1. General Assessment**

**ESS1 Assessment and Management of Environmental and Social Risks and Impacts**

**Overview of the relevance of the Standard for the Project:**

Project activities – construction of heavy infrastructure, and those proposed to be prepared during project implementation – have potential to impact the biophysical environment and local people’s lives and livelihoods adversely.

EDFC majorly traverse through the agricultural land but also crosses cities, towns, water bodies etc. EDFC alignment does not run through any of environmentally sensitive area except Taj Trapezium Zone in Uttar Pradesh. Project development requires raw material like earth, ballast, steel, sleepers etc. Obtaining all these raw materials have certain impact on the environment e.g. earth may be obtained from the agricultural land which will lead to loss of productivity of the area, ballast requires stone quarrying & crushing which have significant impact on land form and air quality of the area. But the project in operational stage will have much lower impact as freight transport by electric trains would not involve any significant discharges/emissions. Some impacts could accumulate from activities within the project area due to activities that are planned/existing to take advantage of the improved facilities for transportation of goods. A review of EDFC Cumulative Impact Assessment (CIA) will be undertaken to confirm extent of validity of its conclusions and required changes will be recommended.

The social issues likely to be encountered in the project are mostly due to sensitive social settings in some portions of the alignment of non-EDFC 1,2,3 corridors proposed under the project. Potential social risks and impacts are similar to the ones anticipated for large infrastructure works and from associated facilities that include, but may not be limited to: (i) L&FS and dealing with a heavily unionized workforce during operations, (ii) FPIC needs to be assessed if

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there is presence of IPs, (iii) potential legacy and new issues on ESS5 such as land taking resulting in relocation, loss of livelihood; (iv)safety of workers and other site users as well as communities close to and/or using/sharing the construction areas with the project and workers; (v) culturally and socially important common properties; (vi) distress on public/community due disruption of utility services; (vii) and impacts on archaeological and historical sites/assets. Potential environmental risks and impacts would include, but not be limited to: (viii) air pollution, including from earthwork; (ix) noise and vibration during construction and operation; (x) removal/cutting of trees and other vegetation; (xi) potential inducement of landslides, landslips, erosion from cut faces of hill slopes ; (xii) disposal of spoils from hill cutting where these are encountered; (xiii) land degradation/disturbance to drainage in the project area from project induced development; (xiv) water and soil contamination from wastewater generated from construction/workers camps; (xv) air pollution from extraction and processing of stone; (xvi) handling and management of spillage of hazardous materials; and ( xvii) where encountered, some direct impacts on natural habitats including protected areas, which could potentially include critical habitats.

Under EDFC 3, EMF and RPF and corridor specific EMP and RAP were prepared, disclosed and implemented. In respect of implementation, social and environmental safeguards of EDFC 3 was rated Moderately Satisfactory. DFCCIL's Environmental management framework (EMF) and Resettlement Policy Framework (RPF) will be reviewed. As part of the appraisal process, an E&S Gap Analysis/Audit will be undertaken to assess difference between existing systems and those potentially new/additional frameworks required under the ESF. A detailed Environmental and Social Commitment Plan (ESCP) will be developed and agreed with the Client prior to commencing appraisal indicating timing, milestones, responsibility and budget to close those identified gaps during implementation. For new corridors, specific guidance to undertake ESIA – including outcomes of the CIA update- will be included in the ESMF to inform the eventual decision-making during their design phase.

The following activities will be undertaken:

- (1) An E&S Gap Analysis/Audit to compare ESF requirements and DFCCIL's policies, related guidance and current practices will be undertaken to identify additional measures required to ensure compliance with the ESF (e.g. labor, L&FS, NG/NNL for Critical / Natural Habitats).
- (2) Based on the E&S Gap Analysis/Audit, an ESCP will be developed prior to Board Approval and executed during implementation, covering but not limited to updating the ESMF to cover future corridors that have yet to be identified, and using best efforts to integrate it with the existing ESMF including management of any critical legacy issues. This integrated ESMF shall include, but not be limited to:
  - o Stakeholder Engagement and Consultation Framework
  - o Labor and OHS Framework
  - o L&FS and Security Management Framework
  - o GBV/ SH Framework
  - o Existing Resettlement Policy and Livelihood Restoration Framework will be updated by taking into account experience and lessons learned and prepared as a standalone document. The RPF will guide new sub-project RAPs as well as management of any legacy issues.
  - o Critical Habitat Assessment / Biodiversity Management, and
  - o Tribal Development Frameworks (TDF) and FPIC Applicability Criteria, Requirements, Procedures, and any other IP related instruments will be prepared, if needed.

The above Frameworks will guide the preparation of Environmental and Social Impact Assessment (EISA) for the new subprojects in compliance with the ESF. Guidance for assessing cumulative impacts will also be included in the ESMF.



**Areas where “Use of Borrower Framework” is being considered:**

Borrower's framework will not be used.

**ESS10 Stakeholder Engagement and Information Disclosure**

The project has a range of stakeholders that includes both project affected parties and other interested parties thus it will be pertinent to involve them and seek their inputs both during preparation and implementation of the project. Therefore, the project will prepare a Stakeholder Engagement Plan (SEP) that will include multiple channels of communication and engagement with project stakeholders, including information campaigns, stakeholder meetings, review meetings, web disclosure, and feedback mechanisms throughout the life of the project. This will be done through print, audiovisual, telephone, and a website, as well as periodic surveys and consultations. The SEP shall also specify the modes by which vulnerable and disadvantaged persons will be identified, engaged and how their concerns and needs in the project design and mitigation plans. As there could be interest among interested parties in addition to the affected parties, the project will engage a SEP or communication specialist to prepare a SEP.

Grievance Redressal Mechanisms (GRM) established at the project level for the earlier phases were well advertised and elicited grievances from affected persons, that were redressed within stipulated timelines. Also, across all three projects, DFCCIL has received 5,173 grievances and 99% of these have been resolved. Hence, as part of the E&S Gap Analysis/Audit, mentioned above, experience of GRM functioning thus far (in previous three projects) would be reviewed and feedback from stakeholders would be obtained and factored into designing an improved GRM for this project, as deemed applicable. In addition a SEP will be prepared to guide, the identification of and engagement with stakeholders, particularly in activities proposed, such as Heavy Haul Research/Training Institute, last mile connectivity of DFCs (terminal and connecting tracks).The SEP will be implemented, and monitored by E&S specialist(s) in SEMU.

**B.2. Specific Risks and Impacts**

**A brief description of the potential environmental and social risks and impacts relevant to the Project.**

**ESS2 Labor and Working Conditions**

The project has large civil works contracts. The project not only employs direct workers (PIU), but also has contracted workers. The borrower will employ staff to work on the project who will be governed by Government of India’s policy. The project will also engage consultants for work related to core functions of the project. The individual consultants if hired directly by the project will be governed by the policies of Government of India and in case of any firm, the consultants will be governed by the policy of the firm. The project will ensure that consultants have written terms and condition of the employment and that they have access to a labor GRM. The contractors also employ construction labor. The Occupational Health and Safety and Labor Management Procedures (LMP) will be prepared proportional to the level of ESS2 risks. The current existing civil works contracts include relevant ESHS provisions, SEA/SH provisions have been separately retrofitted and adhered to, etc. In addition, these contractors also have established and functioning internal HR/Admin systems that look into grievances of employees. Hence, the presence of and assessment of the existing labor GRM shall be also be covered under the E&S gap analysis mentioned earlier and include other requirements under, such as OHS and compliance with Universal Principles of the Rights at Work (e.g. including freedom of association and collective bargaining) and assessment of potential force and/or child labor issues in the supply chain.



As noted before, Occupational Health and Safety (OHS) and or potential risks associated with a heavily unionized work force during operations will be addressed as part of ESMF and each contractor will be required to prepare a ESS2-compliant LMPOHS and Labor Management Plan. The ESMF will have a screening checklist to identify any Labor and OHS issue and measures to address such issues including contractor policies that include respect for the right to form labor unions and bargain collectively, non-discrimination based on ethnicity, gender, age, sexual orientation or any other social characteristic, requirements for job hazard analysis (JHA) and the implementation of a permit to work system with associated capacity building and potential labor issues related to the supply chain of core components. Accommodation for work force will be an issue that will need to be analyzed in the context of the recently enacted Labor Codes and international good practices such as relevant IFC/EBRD guidelines for workers' facilities.

### **ESS3 Resource Efficiency and Pollution Prevention and Management**

The project's construction and operations are expected to require large quantities resources - earth, stone, metals like steel, as well as cement, rubber and other manmade products. It also has the potential to create local pollution of air - due to dust, and from crusher and other plants as well as water due to discharges, for example from the camps. The project will need to protect sensitive receptors from noise and vibration during operation of the heavy haul trains using noise barriers.

It would also involve use of hazardous material like fuel, additives for cement, etc. which need to be managed in line with applicable laws and ESS3. Though Railways are more energy efficient, and hence less GHG-intensive in operation than road transport, there is still scope to optimize the use of energy and deploy 'climate friendly' strategies, including use of GHG friendly material for the project activities, during construction and operation stages. A Driver Advisory System to reduce energy consumption (and consequent GHG emissions) for train movement will be implemented on the completed stretches and, based on the results, considered for expansion over the entire operations. GHG analysis was been done for previous operation with EDFC, and for the corridors and other activities proposed under this project, updated and tailored GHG footprint guidance/template will be needed. Testing requirements for checking soil contamination in potentially impacted areas with groundworks and guidance to mitigate occupational exposures would be established. In addition, there is a scope to improve the operational performance of the facilities created in the project (such as terminal buildings, heavy haul research institute, etc.) in use of water. This will be explored during project preparation. The ESMF will include guidance for standard Phase I and Phase II assessments, for potentially contaminated sites, to clarify risks and liabilities, from any legacy soil / groundwater contamination and proposed remediation measure as deemed relevant.

### **ESS4 Community Health and Safety**

The impacts on community health and safety (CHS) are likely to be important, especially if there are dwelling or residence with the area of influence of the RoW / railway. Project related activities will deploy significant workers and machinery, which can accidentally put the health and safety of host communities at risk. Movement of vehicles for transporting construction material and workers to and from sites can cause issues of safe movement, especially for vulnerable groups such as children and the elderly. Potential CHS risks associated with labor influx cannot be ruled out. Hence mitigation of these CHS risks including those related to GBV/SEA/SH will be factored in.

In addition, improper camp / accommodation for workers from outside can pose risks to the hosts in terms of communicable diseases, GBV and SEA/SH risks, and conflict over resources, such as water. The EMPs for EDFC1, 2, and 3 have deployed strategies to minimize risks to the community through traffic management plans, haul road



management, and provision of amenities in the camps for the incoming workforce. These would be tailored for the new proposed activities during the assessment of impacts depending on the potential locations, in line with the provisions under the already prepared and implementation GBV risk mitigation plans.

The project camp sites can also be sources of wastes and other hazardous material which can have impacts on the host communities. These would need to be mitigated by proper provision of handling and disposal, including coordination with local authorities responsible for this. If and when sites with potential security risks are encountered, security management plans based on security risk assessments will need to be developed in line with this ESS and with consideration of other good practices like Voluntary Principles on Security and Human Rights. The assessments will also include Security Risks Assessments (SRA) at sub-project sites and if needed Security Management Plan (SMP) will be developed commensurate to the risks and compliant with ESS4 and the Voluntary Principles on Security and Human Rights (<https://www.voluntaryprinciples.org/>).

### **ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement**

The total land acquisition involved across previous projects with the same client was 3728 hectares impacting 83,810 landowners. As of June 2021 more than 99% of land acquisition was completed and more than 95% of landowners had received compensation payments. In addition, 91% of 51,500 families and 77% of 14,022 families respectively received resettlement and livelihood support. The remaining is being completed and given the magnitude of the PAF, the RAP implementation can be considered exemplary.

For the new corridors, there could be acquisition of private land for last mile connectivity and for new corridors. The existing Resettlement Policy Framework (RPF) will be updated by taking into account experience and lessons learned and would be prepared as a standalone document. Based on the updated RPF, sub-projects' specific RAPs will be developed and implemented. These RAPs will It shall also clarify how additional impacts and/or legacy issues of currently unfinished civil works, if any, are to be encountered carried forwards and managed during implementation. of unfinished civil works carried forward into this new project Resettlement Action Plans will be prepared if required for sub projects once identified and finalized.

### **ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources**

Some segments of the proposed new corridors are close to or may need to pass through wildlife havens. These could be forest or rivers/waterbodies that would need to be crossed by the alignment. The updated ESMF will include detailed guidance on biodiversity assessment, including critical habitat assessment, and development of biodiversity management plans / strategies to meet ESS6 requirements. Where and if needed, a Critical Habitat Assessment will be undertaken to design a mitigation strategy that would result in overall "net gain" (NG) and "no net loss" (NNL) on Critical or Natural Habitats respectively, as required by ESS6. The mitigation hierarchy will be followed in the development of the guidance, including the terms of reference for such studies, with emphasis on avoidance, and where unavoidable, prudent minimization of risks and impacts . Management of cumulative adverse impacts on biodiversity will be integrated with the CIA guidance for the new corridors as part of the ESMF, as highlighted under ESS1.

### **ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities**



No tribal settlement was found in EDFC 1,2 and 3. The new corridors may pass through area with tribal presence. The relevance of this The standard will be confirmed post assessment of new corridors and roads identified for last mile connectivity. If found relevant, Tribal Development Framework (TDF) will be prepared that will guide preparation of Tribal Development Plan (TDP). If required, FPIC will be obtained as part of preparation of the Tribal Development Plan(s) for the relevant sub-project.

**ESS8 Cultural Heritage**

The new proposed project corridors will pass through areas where there could be important cultural properties and hence, there could be several locally important sites that may not be listed for protection by authorities but could be valued by the communities in the project area as these have been inhabited continuously for centuries. Updated ESMF will include guidance so that the ESIA for the new activities will determine the presence of all such cultural areas assets and determine significance of the project’s direct or indirect impacts on these. At this stage, it is expected that since the activities will be along existing alignments in most locations and stretches, the impacts maybe minimal. As part of the updated ESMF, guidance on consultation to identify locally important Cultural Heritage resources will be provided. Special attention will be required for vibration related impacts due the proposed high speed movement of heavy trains. Depending on exact determination of nature and scale of the risks and impacts of the project, mitigation measures or plan will be prepared as part of the ESMPs, and as required will be included as commitments in the ESCP.

Current procedures for handling chance finds will continued to be used as part of the ESMF and made part of the ESMP to handle any such situation during implementation of activities to be prepared under the project.

**ESS9 Financial Intermediaries**

Use of Financial Intermediaries is currently not envisaged in the project.

**C. Legal Operational Policies that Apply**

<b>OP 7.50 Projects on International Waterways</b>	No
<b>OP 7.60 Projects in Disputed Areas</b>	No

**III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE**

**A. Is a common approach being considered?** Yes

**Financing Partners**

IFC, MIGA. The team will seek guidance from CESSO/OPCS on the proposed common approach with IFC/MIGA.

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## **B. Proposed Measures, Actions and Timing (Borrower's commitments)**

### **Actions to be completed prior to Bank Board Approval:**

The key action to be completed before Board Approval will be an E&S Gap Analysis/Audit comparing DFCCIL's existing E&S Policies, Plans, Procedures and Practices with those required to comply with the ESF, including but not limited to potential shortcomings on new aspects covered under the ESF such as (i) OHS and Labor Management, including working with and unionized workforce and assessment of force and child labor in the supply chain, (ii) assessment of environmental and social liabilities and design commensurate remediation / corrective action plans, (iii) NG and>NNL requirements, if critical and natural habitats respectively are expected to be impacted, or (iv) the need to specifically achieve consent when IP communities are expected to be significantly and negatively impacted. Based on this Gap Analysis, a detailed Environmental and Social Commitment Plan (ESCP) will be developed to ensure identified gaps are closed during implementation. This ESCP will be disclosed together with the A-ESRS before the project is presented for Board consideration.

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### **Actions to be completed prior to Appraisal:**

The following E&S instruments will have to be available in acceptable form by appraisal in order to allow for an informed decision:

- a) An E&S Gap Analysis/Audit with recommended Environmental and Social Commitment Plan (ESCP), including the need to correct any identified social and/or environmental liabilities or legacy issues; and Recommendations for update of CIA, if required in light of the review
- b) Labor Management Procedures including labor GRM and provisions for managing labor influx and GBV/SEA/SH issues, as well as new ESS2 aspects such as protection of the  
ILO Fundamental Principles of the Rights at Work and assessment of force/child labor in supply chain.
- c) Stakeholder Engagement Plan will be prepared for continuous engagement with stakeholders for preparation and implementation of project.

Possible issues to be addressed in the Borrower Environmental and Social Commitment Plan (ESCP):

The following issues would need to be addressed in the ESCP:

- (a) responsibilities for reporting on progress in implementation of the ESF requirements for on-going and new activities



- (b) Timing of preparation of the updated ESF-compliant Environmental and Social Management Framework including OHS/CHS Framework, SRA / SMP, RPF, CHA and BMP, and Tribal Development Framework (TDF) (if required), among other gaps identified.
- (c) Timing of finalization of recommendations, if any, from the CIA review
- (d) Processes and timelines for obtaining of requisite statutory clearances, if not obtained by Appraisal;
- (e) the implementation and updating of SEP;
- (f) implementation of E&S staffing and capacity building program; and
- (g) provisions for managing unanticipated risks and impacts

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The following issues would need to be addressed in the ESCP:

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- (b) Timing of preparation of the updated ESF-compliant Environmental and Social Management Framework including OHS/CHS Framework, SRA / SMP, RPF, CHA and BMP, and TDF (if required), among other gaps identified.
- (c) Timing of finalization of recommendations, if any, from the CIA review
- (d) Processes and timelines for obtaining of requisite statutory clearances, if not obtained by Appraisal;
- (e) the implementation and updating of SEP;
- (f) implementation of E&S staffing and capacity building program; and
- (g) provisions for managing unanticipated risks and impacts

**C. Timing**

**Tentative target date for preparing the Appraisal Stage ESRS** 18-Feb-2022

**IV. CONTACT POINTS**

**World Bank**

Contact: Saroj Ayush Title: Senior Transport Specialist

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**Borrower/Client/Recipient**

Borrower: Dedicated Freight Corridor Corporation India Limited

**Implementing Agency(ies)**

Implementing Agency: Dedicated Freight Corridor Corporation of India Limited



## V. FOR MORE INFORMATION CONTACT

The World Bank  
1818 H Street, NW  
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## VI. APPROVAL

Task Team Leader(s):	Martha B. Lawrence, Saroj Ayush
Practice Manager (ENR/Social)	Christophe Crepin Recommended on 25-Nov-2021 at 08:36:22 GMT-05:00
Safeguards Advisor ESSA	Pablo Cardinale (SAESSA) Cleared on 06-Dec-2021 at 17:51:44 GMT-05:00