



Concept Environmental and Social Review Summary

Concept Stage

(ESRS Concept Stage)

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**I. BASIC INFORMATION****A. Basic Operation Data**

Operation ID	Product	Operation Acronym	Approval Fiscal Year
P509666	Investment Project Financing (IPF)	IRDP	2026
Operation Name	Integrated Resilient Development Project		
Country/Region Code	Beneficiary country/countries (borrower, recipient)	Region	Practice Area (Lead)
Viet Nam	Viet Nam	EAST ASIA AND PACIFIC	Urban, Resilience and Land
Borrower(s)	Implementing Agency(ies)	Estimated Appraisal Date	Estimated Board Date
The Socialist Republic of Viet Nam	Quang Nam Project Management Board, Binh Dinh Project Management Unit	06-May-2025	31-Dec-2025
Estimated Concept Review Date	Total Project Cost		
23-Jan-2025	223,350,000.00		

Proposed Development Objective

To enhance access to resilient infrastructure and planning, managing capacity for disaster-resilient development in selected provinces in Viet Nam.

B. Is the operation 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 Activities

The Integrated Resilient Development Project (IRDP), which aims to provide long-term support under a cohesive investment framework, is envisaged as an overarching term for multi-provinces project which is to adapt the current Government of Viet Nam's regulations on project defined by individual province. This bundled project approach is suited in recognition of the opportunities and constraints within the national government system, which has significantly impacted the effectiveness of Overseas Development Aid (ODA) providers. Current regulations in Viet Nam require projects to be prepared and implemented individually at the provincial level, and the pace of project



preparation varies considerably by province, making the project preparation process difficult to predict. The inability to predict the pace of project preparation is compounded by the slow pace of project preparation, which takes over 50 months on average. For example, the proposed project began with five provinces initiating project preparation concurrently over five years ago; since then, one province has been dropped and one province was ready for negotiation a year ago, while the remaining two provinces continue to be delayed in the preparation process. Grounded in previous projects and analytics, the IRDP finances prioritized investments in two selected provinces (Quang Nam and Binh Dinh) to increase access to resilient urban infrastructure and to strengthen institutional capacity for climate-smart urban development. The project will finance: (a) prioritized resilient infrastructures, including flood drainages system, multiple-purposes flood and storm protection and resilient roads and bridges and evacuation routes; and (b) project implementation and coordination activities. In addition, IRDP also provide support in enhancing disaster-resilient development planning and managing activities by guiding and consulting with relevant provincial departments, local authorities and communities for the Multiples-Criteria Analysis, investments prioritization and incorporation of capacity enhancement in the technical design, nature-based solutions, adaptation of technology for disaster risk. management; as well as by providing access to resilient infrastructure to enhance effective adaptation hence building a resilient community. The project activities will: (i) reduce the vulnerability of the provinces' key economic assets and communities to the impacts of climate change and disasters; (ii) enhance urban flood risk management, and (iii) provide access to resilient roads and bridges that will improve the connectivity of the core urban areas and key economic zones and provide evacuation routes in case of emergencies. The IRDP employs an integrated approach to concentrate multisectoral investments in geographical coverage while also adhering to the provinces' priorities as stated in their respective Provincial Socio-Economic Development Plans. The selection criteria for provinces and cities is based on a combination of factors, focusing on regional economic significance and vulnerability to disaster risks as highlighted in the "Resilient Shores" report. Cities that serve as economic engines for their regions are given priority, recognizing their role in driving local industries and contributing to regional and national prosperity. This selection criterion aligns with the Vietnamese government's vision of fostering balanced, inclusive growth across the country, especially targeting urban areas that are central to economic development in underdeveloped or uniquely challenged regions. In addition to economic considerations, the project places a high emphasis on the cities' susceptibility to disaster risks and climate change impacts. Drawing insights and risk profiles from the World Bank's "Resilient Shores" report, cities that are identified as high-risk zones for climate-induced disasters, such as coastal erosion, sea-level rise, and extreme weather events, are prioritized for investment. This approach ensures that the cities selected are not only key to regional economic activities but are also in critical need of resilient infrastructure to mitigate these risks and safeguard their future development. The prioritization process is conducted collaboratively between the World Bank and the Government, and is informed by world Bank analytical work carried out in recent years. The provinces of Quang Nam and Binh Dinh (together with other three provinces: Khanh Hoa, Quang Ngai and Phu Yen) were originally prioritized because they are rapidly urbanizing in areas vulnerable to climate change, exemplifying the project's dual focus of managing growth and increasing resilience. By selecting cities that are economically dynamic and highly vulnerable to climate impacts, the project strikes a balance between promoting economic growth and building resilience. This technical prioritization process is combined with the national government's prioritization process, which is defined as the pace of the government approvals, which varies by dozens of months, during which time, some provinces fall out of the process and some provinces enter. The design of activities under the IRDP is informed by lessons and experiences of the World Bank's previous and ongoing interventions in Viet Nam and elsewhere. Accordingly, activities to be financed are guided by the following principles: (i) leveraging the use of analytical tools for better managing climate and flood risks, with a focus on incorporating flood risk assessment in planning of infrastructure and strengthening operation and maintenance (O&M) of public assets; (ii) integrating remedial and preventive measures into the planning and technical



design processes of asset development; (iii) financing investments that increase the resilience of future urban development to disasters and climate change impacts, while improving the living conditions within existing built-up areas; (iv) incorporating nature-based solutions into infrastructure designs to increase the adaptability of the infrastructure to climate disasters and reduce the life cycle costs of O&M of public assets; and (v) promoting community participation in both DRM and infrastructure design and construction enhancing to respond to the needs of diverse populations, particularly women. The IRDP will be implemented over a six-year period and structured in two separate Projects: Quang Nam Province's Integrated Resilient Development Project and Binh Dinh Province's Integrated Resilient Development Project. The two Projects will be treated separately and will be supported under two Loan Agreements for each respective province, Quang Nam and Binh Dinh. Under each Project, the Project will finance infrastructure assets whose design, execution, and O&M will be guided by hazard/risk analysis, adopt climate and disaster resilient design standards, utilize weather-resistant materials to withstand climate hazards, build capacity on climate change adaptation and incorporate nature-based solutions. Each Project will also include support to the provinces' authorities on Project design and management. The total IRDP cost is US\$223 million, of which an IBRD loan will be financed US\$142 million and counterpart funds (CF) from the provinces will finance US\$82 million. IBRD resources will be used to finance the physical investments in the two provinces while the CF resources will be used for related operational and administrative activities, including resettlement and compensation. This support modality will ensure both World Bank quality control in the design and construction of the sub-projects and ownership of the provincial governments. The investments were screened to ensure alignment with the Official Development Assistance (ODA) and Concessional Loan Strategy for 2021-2025 of the GOV (Decree No.2109/QĐ-TTg dated December 15, 2021). The World Bank has supported Binh Dinh and Quang Nam provinces in enhancing their flood resilience by incorporating risk-informed approaches in infrastructure planning, engineering designs, and innovations. In collaboration with the Netherlands, technical assistance (TA) was provided to Quang Nam Province for integrated water management and technical solutions for the Truong Giang River sub-catchment. Additionally, the World Bank provided TA to all provinces to incorporate disaster risk perspectives into provincial economic development and investment plans. This included (i) assessing disaster risks, (ii) reviewing and screening existing provincial plans and investment proposals, and (iii) identifying priorities and 'low-regret' disaster-resilient investments. These TAs directly informed the design of the two Projects. Building climate and disaster resilience requires taking a life cycle approach to infrastructure development, including systems and planning, engineering and design, asset management, and contingency and planning. The IRDP consists of 2 separate Projects: Project 1: Support to Quang Nam Province (IBRD: US\$76 million for direct construction cost; CF: US\$37 million for compensation, resettlement costs and taxes) Project 1's objective is to enhance access to resilient infrastructure and enhance planning and managing capacity for disaster-resilient development in Quang Nam Province. This Project will finance investments that will reduce flooding in the sub-catchment of Truong Giang river and the capital city of Tam Ky in the downstream the Vu Gia – Thu Bon River basin. This Project also enhance access to waterway in Truong Giang river, and provide six resilient bridges that connect the East-West sides of Truong Giang River in the eastern part of Quang Nam province, connecting them to existing road networks and traffic systems to improve connectivity. The construction of resilient infrastructure is an important aspect of community capacity building and will enhance effective adaptation to climate change at the provincial level. Project 1 consists of four sub-projects as follows: • Sub-project 1a – Dredging Truong Giang River channel. This sub-project aims to reduce flooding in the Truong Giang River sub-catchment and Tam Ky City while ensuring compliance with Viet Nam Class IV Inland Waterways Standards. It involves rehabilitating a 60 km stretch of the Truong Giang River, including dredging the river channel to improve water flow during high-flow periods and constructing riverbank protections. The Project will widen the river to enhance its flood-carrying capacity and incorporate nature-based solutions, such as green riverbank protections, to minimize erosion and support environmental sustainability. • Sub-project 1b – Constructing flood by-pass channel connecting Song Dam Lake



and Truong Giang River. This sub-project aims to reduce flooding in the Truong Giang River sub-catchment and Tam Ky City, complementing the dredging of the Truong Giang River under Sub-project 1a. It involves constructing a flood by-pass channel linking Song Dam Lake to the Truong Giang River, which includes a combined water gate and ship lock. Additional features include moorings along the river for community use and tourism purposes, as well as enhancements to Song Dam Lake's stormwater storage capacity to mitigate flood risks and improve water management in Tam Ky City. The design incorporates nature-based solutions to ensure structural stability and building capacity to withstand climate change impact while supporting environmental sustainability and promoting tourism opportunities.

- Sub-project 1c: Construction of Six Bridges Across the Truong Giang River: This sub-project focuses on improving connectivity and enhancing resilience in the Truong Giang River sub-catchment by constructing six bridges that link to the existing road and traffic networks. The bridges will be designed with climate resilience and flood risk mitigation strategies to withstand heavy rains and typhoons, ensuring reliable infrastructure during emergencies. These improvements aim to provide resilient access to infrastructure services, support emergency response, and promote tourism development along the river. The construction will utilize ultra-high-performance concrete or similar weather- and water-resistant materials to ensure durability and long-term performance.
- The preparation of resettlement sites, along with financing for land acquisition, compensation, and resettlement costs, is financed by the counterpart fund, and integrated into Sub-project 1a, 1b, and 1c. These activities aim to ensure smooth implementation while addressing the social impacts associated with the Project.
- Sub-project 1d – Project implementation support. This sub-project will be financed by the counterpart fund for activities that support the Project implementation of sub-projects 1a, 1b and 1c, including: (i) detailed technical designs; (ii) construction supervision and contract management; (iii) independent environmental and social monitoring; and (iv) independent financial audits.

Project 2: Support to Binh Dinh Province (IBRD: US\$66 million for direct construction cost; CF: US\$45 million for compensation, resettlement costs and taxes) Project 2's objective is to enhance access to resilient infrastructure and enhance planning and managing capacity for disaster-resilient development in Binh Dinh Province. This Project will finance priority interventions to ensure the safety of the coastal communities from the coastal disasters (e.g. flood, storm and storm surge) through the construction and rehabilitation of a combined coastal flood and storm surge protection embankment and coastal disaster emergency evacuation route. This dual-layered defense system will reduce the vulnerability and risk of the local communities and their assets and businesses from the coastal disasters through establishing an effective robust defense system and a reliable means of escape during disaster. In addition, this dual-layered defense system will also help to improve the connectivity between key economic and tourism centers in the eastern part of Binh Dinh Province, including its capital city of Quy Nhon. This holistic approach aims not only to address immediate challenges but also to fortify the region's long-term resilience and prosperity. The construction of resilient infrastructure is an important aspect of community capacity building and will enhance effective adaptation to climate change at the provincial level. Project 2 consists of two sub-projects as follows:

- Sub-project 2a – Constructing roads and bridges connecting NH19C and Quy Nhon Port. This sub-project focuses on significantly improving traffic connectivity and facilitating the efficient movement of goods between the urban area and Quy Nhon Port, a critical economic hub. By constructing 6.35 km of new roads and two strategically located bridges, the Project will streamline transportation routes, reducing travel time and congestion for freight vehicles and commuters. These enhancements are expected to improve logistics efficiency, lower transportation costs, and increase the competitiveness of goods transported to and from the port. The improved connectivity will better integrate Quy Nhon Port with regional and national trade networks, stimulating economic growth in surrounding areas. Additionally, the infrastructure is designed with climate resilience and flood risk mitigation features, ensuring its reliability during heavy rains, typhoons, and emergencies. This resilience not only safeguards continuous goods and services flow but also supports emergency evacuation and disaster response efforts, reinforcing the area's overall sustainability and accessibility and community capacity to adapt and cope with climate change or extreme natural disaster impact.
- Sub-



project 2b - Constructing coastal roads and bridges connecting My Thanh and Lai Giang Communes. This sub-project aims to strengthen disaster preparedness and improve traffic connectivity in Binh Dinh province by constructing a 38.14 km coastal road and rehabilitating three existing bridges. Designed to address rising sea levels and extreme weather, the road and bridges act as a first line of defense, protecting vulnerable coastal communities from storm surges and floods while ensuring the resilience of critical infrastructure and the community. Emergency evacuation routes integrated into the design provide safe and efficient pathways for residents to reach designated safe zones during disasters, reducing casualties and enhancing community preparedness and recovery. By safeguarding key economic and tourism areas, this infrastructure supports uninterrupted economic activity, promotes tourism, and fosters comprehensive community development and capacity building. Climate-resilient engineering standards ensure the long-term durability of these assets, enabling them to withstand the impacts of climate change and contribute to disaster-resilient planning, managing and development. • Sub-project 2c – Project Implementation support. This sub-project will be financed by counterpart fund to support of the implementation and coordination of sub-projects 2a and 2b, including: (i) land acquisition, including compensation and site clearance, (ii) the preparation of detailed technical designs for sub-projects; (iii) construction supervision and contract management; (iv) independent environmental and social monitoring; and (v) independent financial audits. This sub-project will be financed by CF.

D. Environmental and Social Overview

D.1 Overview of Environmental and Social Project Settings

Quang Nam and Binh Dinh are coastal provinces in southern Vietnam, highly vulnerable to climate change and natural disasters. The project focuses on the capital cities of each province, accessible via national highways, airports, and railways. Quang Nam Province includes Tam Kỳ city (Capital), Hội An city, Dien Ban town and 15 districts. The total population is over 1.5 million (2019). Tam Kỳ hosts the Chu Lai economic zone with around 120,000 people, predominantly of the Kinh ethnic group. Hoi An is the economic and tourism center of the province. Key River Systems include Vu Gia-Thu Bon, Truong Giang River, Cửa Đại and Cửa Lở estuaries characterized by short, steep riverbeds experiencing sedimentation and river mouth narrowing. The city has inadequate drainage and wastewater collection systems. Existing systems are not regularly dredged or maintained, leading to the discharge of untreated wastewater into the environment.

Binh Dinh province includes Quy Nhon City (capital) and 9 districts with a total population of approximately 1.6 million. Binh Dinh is environmentally sensitive due to its rich marine and coastal resources, including a 134 km coastline with three large bays and the Thi Nai Lagoon, which support high-value seafood and aquaculture. The province's diverse flora and fauna thrive in its hot, humid climate and varied topography, with 1,848 plant species and wildlife linked to neighboring regions. Quy Nhon is a core urban center in the south-central economic zone with population of over 480,000 largely made up of the Kinh ethnic group. Quy Nhon experiences a distinct rainy season from September to November, which accounts for 80% of the annual rainfall. This leads to water shortages in the dry season and flooding during the rainy season. Surface water in Quy Nhon is polluted with contaminants such as oil, grease, and other pollutants. Domestic wastewater is also heavily polluted, exceeding allowable limits for various parameters.

D.2 Overview of Borrower's Institutional Capacity for Managing Environmental and Social Risks and Impacts

At provincial level, the Provincial People's Committee (PPC) is the executing agency for the project, responsible for overseeing project implementation, managing related departments and implementing agencies, ensuring compliance with government regulations and World Bank Environmental and Social Framework (ESF) requirements. The other



provincial departments including the Department of Natural Resources and Environment (DONRE) are involved in the coordination and technical reviews, advising the PPC on decision-making. DONRE will conduct environmental compliance monitoring as needed.

The Project Management Units (PMUs) for both Quang Nam and Binh Dinh have implemented e World Bank-financed road/infrastructure projects under the former safeguards policy, therefore, they have some experience in working with the Bank and its requirements. However, neither PMU has managed an ESF project and therefore for capacity building for especially the new applicable standards will be required. At the city level, the City's People's Committees is responsible for land acquisition, resettlement, and compensation of affected households. Key implementing agencies for land acquisition and resettlement include the city/district resettlement committees and land fund development centers. These agencies are experienced in the safeguards policies but have limited familiarity with the ESF.

Therefore, proposed mitigation measures include the World Bank team providing ESF implementation training and comprehensive capacity assessments during project preparation and implementation. Capacity building activities should include recruitment of additional qualified staff, Hands on Implementation Support (HEIS), hiring of supervision and and monitoring consultants.

II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC)

High

A.1 Environmental Risk Rating

Substantial

Environmental risk rating is Substantial. The proposed infrastructure for the Truong Giang River sub-catchment and Tam Ky City project includes dredging, constructing flood by-pass channels and canals, climate resilient road bridges, and green riverbank protections, while the Binh Dinh Province project focuses on coastal flood protection embankments, a dual-layered flood defense system, and improved water management to enhance climate resilience and community preparedness. The environmental risks and impacts from dredging, embankment construction, and reprofiling activities may include a temporary increase in water turbidity due to the disturbance of sediments and the release of settled riverbed pollutants, soil erosion from water runoff, and the leakage of hazardous materials and waste, all of which can negatively impact aquatic flora and fauna. Cumulatively, aquatic flora and fauna may be impacted along the full length of the river systems. Inappropriate management and disposal of hazardous materials, construction waste, spoil and dredging materials will likely cause localized contamination of land and water. Dredging and other project excavation activities could raise the likelihood of Unexploded Ordnance (UXO) finds. The impacts of road, bridge, embankment, channel and canal construction may cause localised or downstream flooding due to the partial removal of flood protection forests, constriction of the waterway, coincidental monsoon rains and generate public health and safety concerns. OHS and community risks during construction includes heavy machine operations, deep excavations especially mid channel and at embankment locations, drowning, working at height, construction traffic and traffic management and a lack of emergency preparedness. During operations, risks and impacts include pollution of waterways from an increased number of river craft, increased water runoff from impermeable surfaces contaminating land and water and increased traffic incidents.



High

A.2 Social Risk Rating

The social rating is High due to substantial land acquisition and resettlement and sizeable workforce, especially in Quang Nam. This rating may be reviewed before the Decision Meeting with updated livelihood data from affected households in Quang Nam. The project locations are in peri-urban areas, not near cultural heritage sites or sensitive social receptors like low-income or ethnic minority communities. Key social risks include large land acquisition for the project, particularly in Quang Nam. An estimated 632.7ha of land will be permanently acquired for construction, including 12.7ha of residential and 620ha of agricultural land (395ha public land). Overall, 2,148 households will be affected, with 445 displaced physically and 1,219 significantly economic displacement. Additionally, more than 7,000 households will be impacted livelihoods by dredging 57 km of the Truong Giang River, in which many these households will be permanently lost livelihoods. Vulnerable households may be affected by land acquisition, assessed during the livelihood assessment before the Decision Meeting and throughout project preparation and implementation. Mitigation measures, such as construction within existing footprints, compensation at replacement cost, relocation to resettlement sites, and disposal of toxic sludge to non-residential, pre-screened sites, will be implemented to offset impacts in Truong Giang River. Given the project's size, a sizeable workforce is expected, raising occupational health and safety concerns. An SEA/SH assessment will be conducted, with impacts assumed to be manageable. Local communities have shown capacity to absorb social risks related to labor influx due to experience with industrial zones and tourist sites, but mitigation measures will still be necessary. Other adverse social impacts include temporary traffic and utility disruptions during construction, and community health and safety concerns related to sludge and excavated material handling.

B. Relevance of Standards and Policies at Concept Stage

B.1 Relevance of Environmental and Social Standards

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

Relevant

The Borrower has prepared an Environmental and Social Impact Assessment (ESIA) and an Environmental and Social Management Plan (ESMP) for each province. These documents were reviewed by the Bank in 2021. However, the ESIAs need to be updated with assessment and mitigation plans for the by-pass channels and canals added to the Quang Nam project after the Bank's review. In addition, the ESIAs also need to be enhanced with occupational health and safety (OHS) and community health and safety (CHS) assessment and management measures. The project has prepared Resettlement Plans, a Labor Management Procedures (LMP), and a Stakeholder Engagement Plans (SEP); however, these documents will also requiring updating. A grievance redress mechanism will be developed to provide guidance on the reception, recording, handling, and reporting of complaints that may be encountered during project implementation, in accordance to World Bank standards and the complaints law

ESS10 - Stakeholder Engagement and Information Disclosure

Relevant

Key stakeholders of the project were identified during the initial screening, including project-affected people and interested parties at all levels of the province, city/district and community. Consultants and contractors are also among the key stakeholders of the project. The Borrower will engage with stakeholders throughout the project life cycle. The implementing agency will prepare a stakeholder engagement plan (SEP) proportionate to the nature and scale of the project activities and its potential risks and impacts. The SEP will include a Grievance Redress Mechanism



(GRM) that will build on the laws and regulations of Viet Nam. The Borrower will disclose the project documents including ESIA/ESMPs, ESCPs, RPs, and LMPs, SEPs and GRM before the project appraisal to allow stakeholders to be informed about the proposed project activities, the potential environmental and social risks and impacts of the Project.

ESS2 - Labor and Working Conditions

Relevant

The project will require direct workers (PMU staff and consultants), contracted workers (about 200 skilled and non-skilled construction workers per subproject), and primary supply workers (for essential construction materials as defined in ESS2). Community workers are not expected. Vietnam has a comprehensive framework for labor and working conditions, including the Labor Law (2019), the Law on Occupational Health and Sanitation (2015), the Social Security Law (2014), and the Civil Servant Law (2019). Vietnam ratified the Right to Organize and Collective Bargaining Convention, effective July 2020. These laws align with ESS2 principles on fair treatment, non-discrimination, equal opportunities, workers' rights, prohibition of sexual exploitation, forced labor, child labor, and Occupational Health and Safety (OHS) risks. The project will prepare an LMP that will apply to all project workers.

ESS3 - Resource Efficiency and Pollution Prevention and Management

Relevant

The project risks and impacts from dredging, waste generation and disposal, partial removal of flood protection forest, and construction activities could cause coastal soil erosion and downstream flooding. These activities could also impact air quality, increase localized vulnerability to natural disasters, and contaminate land and water bodies with harmful substances such as heavy metals and pesticides. Significant land degradation could be likely from the extraction of large quantities of raw natural materials for construction if not properly managed and sourced. The project may generate large volumes of contaminated water runoff that will flow into natural water bodies causing water turbidity in sensitive areas. E&S plans will be developed to manage the risks and impacts including, a Dredging and Dredged Materials Management Plan (DDMP), suitable and legal areas for material disposal, installation of drainage and development of ESIA, ESMPs, CESMPs.

ESS4 - Community Health and Safety

Relevant

Community health and safety risks and impacts are likely from construction noise, vibration, air pollution, the inappropriate management of construction waste and dredging materials, movement of heavy vehicles and plant in congested and other restricted areas, worker influx into small communities. Initial screening for GBV, SEA, SH risks indicates a low risk due to the small number of locally recruited workers at each site. The Borrower will implement the E&S management plans such as construction site management, traffic management plans, waste management etc. To manage social impacts, activities include mapping service providers, assessing SEA/SH risks, and establishing procedures for risk assessment and mitigation. A labor influx management strategy will be developed, and capacity building for stakeholders will be provided. GBV risks will be monitored throughout the project. Climate resilience will be designed into infrastructure.

ESS5 - Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

Relevant

The initial screenings show that the project will require 632.7ha of land in Quang Nam and Binh Dinh, including 395ha of public land, 12.7ha of residential land, and 225ha of agricultural land. The current estimations are that about 2,148 households (HHs) will be affected, with 445 physically and 1,219 economically displaced. Additionally, 7,067



households engaged in aquaculture and fishing along the Truong Giang River are likely to be affected by dredging, with many permanently removed from the river. A social and livelihood impact assessment will be conducted by the PMU to collect data on all potential social risks for the preparation of a resettlement plan (RP) for each subproject. The final numbers of affected people will be determined during implementation for each work package as the numbers at this stage are estimations. Once the final numbers are known and the detail designs have been completed, the compensation packages for PAPs will be reviewed to ensure alignment with ESS5.

ESS6 - Biodiversity Conservation and Sustainable Management of Living Natural Resources

Relevant

The project areas do not contain critical or natural habitats. Parts of existing coastal protection forests (plantations of causura trees) could be removed for road and channel or canal construction. This may impact on ecosystem services, temporarily increase the likelihood of localised flooding, soil erosion and high levels of water turbidity. Road alignment will be considered in the ESIA and the mitigation hierarchy applied to avoid unnecessary removal of forested areas but will consider compensation and offsets. Dredging activities may impact on aquatic habitats including fish spawning grounds due to water turbidity, release of river bed settled pollutants and removal of habitats. Poorly sited material disposal sites may cause habitat fragmentation, destruction and salinization of soil. The ESIA's will conduct thorough ecological surveys within the project's area of influence to assess and determine the appropriate management response in accordance with ESS 6.

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

Not Currently Relevant

This standard is not relevant. The initial screening conducted by the task team social development specialists confirmed that the project will be implemented in the urban and peri-urban areas where there is no ethnic minority people present who have a collective attachment to the project area.

ESS8 - Cultural Heritage

Relevant

The project will not impact on tangible or intangible cultural heritage. Tangible cultural sites are at a distance from the proposed sites and should not be adversely affected by land acquisition or construction stage impacts (e.g. vibrations, waste disposal or congestion). The ESIA's will conduct further screening to identify tangible and intangible cultural heritage and provide any mitigation measures. The ESMP will include a chance find procedure to manage any events where tangible cultural heritage is discovered.

ESS9 - Financial Intermediaries

Not Currently Relevant

B.2 Legal Operational Policies that Apply

OP 7.50 Operations on International Waterways

No

OP 7.60 Operations in Disputed Areas

No

B.3 Other Salient Features



Use of Borrower Framework

No

Use of Common Approach

No

C. Overview of Required Environmental and Social Risk Management Activities

C.1 What Borrower environmental and social analyses, instruments, plans and/or frameworks are planned or required by Appraisal?

(i) Prior to project appraisal, disclose the draft ESIA, ESCPs, SEPs, RPs in a form and language appropriate to stakeholders to allow meaningful inputs into project design and mitigation measures.

Actions to be completed prior to Bank Board Approval:

(i) Prepare and implement the following sets of documents for each of the four subprojects in consistent with ESF requirements :

- Draft Environmental and Social Impact Assessment (ESIA) including Environmental and Social Management Plan (ESMP)
- Draft Resettlement Plan (RP)
- Draft Stakeholder Engagement Plan (SEP)
- Draft Labor Management Procedures (LMP)
- Draft Environmental and Social Commitment Plan (ESCP)
- Draft Livelihood Assessment

Areas to be addressed in the ESCPs:

- Commitment to prepare and implement the relevant instruments per Environmental and Social Standards (ESSs') requirements (ie., SEP, RP, ESIA, and ESCP, LMP).
- Adequate allocation of resources (human, finance) for application/implementation of ESF, ESSs and relevant instruments.
- Commitment to prepare and implement a capacity build plan with strong focus on application/implementation of ESF, ESSs and relevant instruments.
- Update Resettlement Action Plan, based on detailed designs and the latest Detailed Measure Survey and Replacement Cost Study, and establish associated grievance redress mechanism.
- Establish a Project Level Grievance Redress Mechanism.
- Update Stakeholder Engagement Plan based on the public health situation regarding communicable diseases.

III. CONTACT POINT

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V. APPROVAL

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