Appraisal Environmental and Social Review Summary

Appraisal Stage

(ESRS Appraisal Stage)

Date Prepared/Updated: 01/23/2024 | Report No: ESRSA03237

I. BASIC INFORMATION

A. Basic Operation Data

Operation ID	Product	Operation Acronym	Approval Fiscal Year
P178985	Investment Project Financing (IPF)	RUTDP	2025
Operation Name	Bangladesh Resilient Urban and Territorial Development Project		
Country/Region Code	Beneficiary country/countries (borrower, recipient)	Region	Practice Area (Lead)
Bangladesh	Bangladesh	SOUTH ASIA	Urban, Resilience and Land
Borrower(s)	Implementing Agency(ies)	Estimated Appraisal Date	Estimated Board Date
Government of the People's Republic of Bangladesh	Local Government Engineering Department, Ministry of Local Government, Rural Development and Coopera	06-Feb-2024	15-Jul-2024
Estimated Decision Review Date	Total Project Cost		
29-Nov-2023	560,000,000.00		

Proposed Development Objective

The project development objectives (PDO) of this SOP 1 are: (i) to increase access to climate resilient urban infrastructure and services, and (ii) to strengthen urban management capacity in selected urban centers.

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

[Description imported from the PAD Data Sheet in the Portal providing information about the key aspects and components/sub-components of the project]

The proposed Resilient Urban and Territorial Development Project (RUTDP) provides an important bridge from the current city-based model to an urban cluster/territorial-based approach to urban and regional development through a multi-phased, multi-sectoral investment program to support spatially differentiated, climate resilient and inclusive

urban growth in Bangladesh. Since 1999, the World Bank has supported basic urban services development and capacity building of Urban Local Bodies (ULBs) through a series of stand-alone municipal development projects. The proposed project builds on the success of MGSP (P133653), while focusing on strengthening resilient planning and services in secondary cities and improving regional coordination and development along three economic growth corridors. The project, to achieve the objectives, has proposed investments under three components covering urban infrastructures and services, capacity building and systems improvement, and project management. Prioritized resilient urban infrastructures are focused under Component 1 (US$363 million including an IDA finance of US$ 254.1 million), while institutional strengthening of the GLIs for climate resilient and improved urban development are targeted under Component 2 (US$25 million, including US$ 17.5 million IDA). Component 3 (US$ 12 million, including US$8.4 million IDA) is for project management and the fourth component is for contingent emergency response with a zero-dollar allocation. The infrastructure investments are proposed under Component 1 and include a combination of grey infrastructure such as engineered solutions and embankments with adequate and strategically planned roads, pedestrian walkways and drainage structures, green infrastructure/nature-based solutions to mitigate flooding, heating, and improve living conditions; improve and rehabilitate infrastructure investments to build in resilience; public space enhancement to improve sustainability of amenities; and revenue-generating public facilities (e.g., bus depots, public markets, parks, community centers, truck terminals, abattoirs, and others). This component would also support large regional/cross-LGIs/UPs-city/township boundary investments along selected corridors. This will include regional services and infrastructure shared by a cluster of cities e.g., regional markets; and small additional investments essential to optimize socio-economic benefits from cluster/corridor-level investments like additional drainage connections and missing culverts, minor access/feeder roads, small bridges, bus and truck terminals, and wholesale markets.

D. Environmental and Social Overview

D.1 Overview of Environmental and Social Project Settings

[Description of key features relevant to the operation's environmental and social risks and opportunities (e.g., whether the project is nationwide or regional in scope, urban/rural, in an FCV context, presence of Indigenous Peoples or other minorities, involves associated facilities, high-biodiversity settings, etc.) – Max. character limit 10,000]

The Resilient Urban and Territorial Development Project (RUTDP) is the first of the three series of projects (SOPs). It will support targeted economic and social interventions in seven (7) urban clusters which are located along a priority economic growth corridor connecting Cox's Bazar in the southeast of the country to Panchagarh in the northwest. Along the selected corridor, the Project has identified seven (7) priority urban clusters which are strategically located and have the potential to play more transformative roles in boosting resilient growth and socioeconomic development, in supporting their respective regions. The seven clusters covers the districts at the North-West (cluster 1 and 2), South and South West (cluster 3 and 5), South-East (cluster 6 and 7) and Middle part of the country (cluster 4). The project will be implemented in 87 selected pourashovas and city corporations (14 nodal cities and 73 regular cities and their adjoining UPs) along the corridor and regions. The pourashovas and city corporations in cluster 1 and 2 are relatively drought prone, experiencing less rainfall and higher temperature comparing to the other parts of the country. The pourashovas and city corporations under cluster 3 and 5 are located at the South West part and includes coastal districts which are vulnerable to the adverse effect of climate change such as salinity intrusion, cyclone and tidal water surge. This region is an important part of the international trade route. This is part of a regional corridor connecting Bangladesh with India, as part of the Asian Highway Trade Corridor. Cluster 4 is the densely populated middle part of the country with higher level of environmental pollution. Pourashovas and city corporations under cluster 5 and 6 are located at the South east part of the country. Topography of this region is mostly hilly stretched along the cost of the Bay of Bengal. This region is characterized by the highest concentration of manufacturing industry, international

seaport, and tourism activities. The project area is spread over thirty six districts of Bangladesh, which fall in five different administrative divisions of the country. However, specific location of the sub-projects would be finalized during implementation of the project.

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

[Description of Borrower's capacity (i.e., prior performance under the Safeguard Policies or ESF, experience applying E&S policies of IFIs, Environmental and social unit/staff already in place) and willingness to manage risks and impacts and of provisions planned or required to have capabilities in place, along with the needs for enhanced support to the Borrower – Max. character limit 10,000]

The Local Government Engineering Department (LGED) under LGD will serve as the implementing agency. A Project Management Unit (PMU) will be established within LGED. The PMU will be responsible for overall project management and coordination, including supervising the DSM and MSU consultants; providing support for E&S compliance; and implementing the Environmental and Social Commitment Plan (ESCP) through consultant services. A Project Director (PD) of the rank of Superintending Engineer will be appointed to lead the PMU. The PD will be supported by two Deputy PDs (DPD), three Senior Assistant Engineers and other supporting staff deputed from existing LGED officials and seconded to the project. The PMU will be supported by individual consultants for procurement, financial management, E&S risks management and gender inclusion, and a Design, Supervision, and Management (DSM) consultants. At the local level, Project Implementation Units (PIUs) will be established at each of the participating Pouroshovas and City Corporations. They will be responsible for working in tandem with the TLCCs in identifying and proposing sub-projects, procurement, construction supervision, safeguards management, implementation monitoring, and maintenance. PIUs will be comprised of regular Pouroshovas and City Corporations staff that are deputized on part time basisDSM consultants, with their environmental and social specialists, will provide technical assistance to the PIUs in the preparation of subproject specific E&S management plans. The PMU will coordinate closely with the PIUs on project implementation, including supervision and support for the participating pourashovas and city corporations. In coordination with the PMU, the Municipal Support Units (MSUs) of LGED will provide technical support and capacity building to the participating pourashovas and city corporations. A Project Steering Committee (PSC), chaired by the LGD Secretary and composed of representatives from the Ministry of Finance (MoF) and other national ministries, will oversee the project and monitor overall project implementation with support from a Project Implementation Committee (PIC), chaired by the LGED Chief Engineer and composed of senior technical officials from relevant ministries and agencies. The PSC and PIC will convene every three months or asneeded. The PIUs will develop their own subprojects from the menu of investments under the project and place with the PMU at LGED for financing after a thorough review and appraisal process. The PIUs at pourashovas and city corporations will prepare and implement their subprojects once approved, while the PMU will be responsible for implementation supervision, monitoring and evaluation. The Monitoring and Evaluation (M&E) wing of LGD will supervise the third-party monitoring of the project. LGED has experience in implementing similar Bank financed projects (under Safeguard Policies), including the recently completed Municipal Governance and Services Project (MGSP,P16861) and in supporting the Local Government Division (LGD) on all three Local Government Support Projects (P098273; P124514; & P159683) since 2008. An institutional assessment carried out by the Bank for WeCARE (P169880) confirmed that it has the capacity to implement a project like RUTDP. However, there is no permanent institutional arrangement within LGED for managing environmental and social (E&S) risks in their operations. Some of the Pourashavas and city corporations, also have experience in implementing World Bank financed projects following the World Bank E&S standards (ESSs). The pourashovas and city corporations overall, do not have dedicated ES staff for management of E&S risks and impacts in projects. Capacity of the pourashovas and city corporations need to be enhanced with consultant support and training for adequately

managing E&S risks and issues in project process as per requirement of the Bank's Environmental and Social Standards (ESSs). With project support, LGED will leverage the existing Municipal Support Units (MSUs) at division level to provide comprehensive capacity building to PIUs in project management including assessing and managing E&S risks of the project. LGED will prepare a Project Implementation Manual, which will also refer the E&S instruments and briefly describe the procedures to be followed. LGED officials are being trained on various aspects of ESF under the ESF client capacity development plan commissioned by the Bank. However, training program for field officials of various pourashovas and city corporations need to be undertaken and has been included in the project design. LGED has recently successfully prepared three projects following the World Bank ESF namely the Local Government COVID-19 Recovery and Restoration Project, rural transport component of the Western Economic Corridor and Regional Enhancement Project (P169880) and Resilient Infrastructure for Adaptation and Vulnerability Reduction Project (P173312).

II. SUMMARY OF ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC) — Substantial

A.1 Environmental Risk Rating — Substantial

[Summary of key factors contributing to risk rating, in accordance with the ES Directive and the Technical Note on Screening and Risk Classification under the ESF – Max. character limit 4,000]

Project activities would include rehabilitation/maintenance of urban road, drains, footpaths, revenue generating initiatives like construction/renovation of bus terminals, paurashava/kitchen markets, community centers, public toilets, municipal buildings, etc. The project encompasses infrastructure development in both regular (pourashavas and city corporations) and nodal cities, with a particular emphasis on larger-scale infrastructure in nodal cities. While the environmental impacts in pourashavas and city corporations are expected to be minimal, activities in nodal cities, such as the construction of regional bus terminals, community centers, and markets, could potentially have more pronounced impacts. These impacts necessitate comprehensive consideration of various environmental issues, including pollution prevention, resource efficiency, throughout the project's lifecycle—from its design and construction phases to operational stages. Environmental concerns extend to potential water pollution resulting from construction runoff, climate change impacts such as inadequate drainage systems, and air pollution during construction. Failure to incorporate climate-resilient infrastructure and sustainable energy sources could exacerbate climate change impacts, such as flooding due to inadequate drainage systems or increased energy consumption from non-renewable sources. Since the project would be implemented in the urban areas, none of the project interventions are expected to be located in an around the protected or ecologically critical areas and hence no major impact on biodiversity and flora or fauna is expected. Moreover, sound pollution from construction activities and vehicle/equivement movements near sensitive receptors like schools and hospitals will be of particular attention. Additionally, there may be a need for tree cutting during road subprojects. These impacts are largely temporary and confined to construction phases. The project will provide TA to the client which would include preparation of a strategy plan for solid waste management and feasibility study of the subsequent operations. While preparing such plans and feasibility reports, associated environmental and social risks will be considered and included in the ToR. The project's environmental risk has been rated as substantial, underscoring the importance of robust mitigation

measures and strict adherence to environmental compliance to effectively address these multifaceted concerns and risks.

A.2 Social Risk Rating Substantial

[Summary of key factors contributing to risk rating, in accordance with the ES Directive and the Technical Note on Screening and Risk Classification under the ESF – Max. character limit 4,000]

Social risk of the project at this stage is rated Substantial due to the location and scale of civil works for proposed small and medium infrastructure stated above under environmental risks and as few of these may involve land acquisition of varied scale and involuntary resettlement of project affected people with economic displacement, especially in the nodal cities. Project activities are not likely to lead to significant social impacts as most of the activities will be designed for implementation within existing available land owned by the paurashavas and city corporations. Emphasis will be given to avoid land acquisition and involuntary displacement of people, unless unavoidable. Despite the fact that construction workers will be plenty at the pourashava/city corporation level, the social risks also account for unavoidable influx of non-local laborers to works sites (20 to 100 at one site at a given time) and the associated risk of gender-based violence (GBV) including sexual exploitation and abuse (SEA) and sexual harassment (SH) at works sites and in the neighboring urban communities. Investments for revenue generation and improvement of cost recovery approaches may affect citizens of all economic classes, if not inclusive. However, acquisition of private land in small strips or parcels and repossession of existing land from private uses might be involved in improvement of roads, footpaths, drainage and other infrastructure facilities under the project. Presence of ethnic minority communities with distinct characteristics of indigenous peoples is not likely in the urban areas and their lands will be avoided for any civil works at . Implementation approach will be inclusive, transparent and participatory to avoid discrimination of community groups by poverty, gender, age, physical ability, occupation, and ethnic identity. The pre-mitigation social risks and impacts likely to be associated with site-specific activities will be assessed at the project implementation when exact location of the activities will be known.

[Summary of key factors contributing to risk rating. This attribute is only for the internal version of the download document and not a part of the disclosable version – Max. character limit 8,000]

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

B.1 Relevance of Environmental and Social Standards

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

[Explanation - Max. character limit 10,000]

he proposed project aims to enhance urban infrastructure and services in selected pourashavas/city corporations and nodal cities located along the selected corridor. These improvements encompass activities focused on bolstering infrastructure resilience, enhancing public amenities, and creating revenue-generating public facilities. Given that the exact locations of the sub-projects are pending finalization, the project adopts a framework approach for managing environmental and social (E&S) risks. The potential exclusion risk of vulnerable individuals, including women and persons with disabilities, ethnic minority groups will be assessed from the aspects of community engagement in subproject cycle at the pouroshova and city corporation level following the WBG EHS guidelines and SEA/SH guidance note. Specific project sites and designs will be determined during implementation, allowing for a more detailed and

precise assessment of potential risks. To guide E&S risk management, the client has prepared necessary E&S documents, including an Environmental and Social Management Framework (ESMF), Labor Management Procedure (LMP), Stakeholder Engagement Plan (SEP), Resettlement Policy Framework (RPF) and Ethnic Minority Community Framework (EMCF). All E&S documents have been reviewed and cleared by the World Bank and properly disclosed. These documents provide comprehensive guidance with respect to assessment and management of various ES risks. The ESMF outlines principles and guidelines for addressing E&S risks, including procedures for risk screening and the use of appropriate E&S tools. E&S screening will be concurrently carried with the sub-project identification and design project at implementation stage of the project, in accordance with the ESMF, E&S risks management measures will be developed once sub-project location and design is finalized. Depending on the outcome of the screening exercises, appropriate E&S assessment report would be prepared along with site specific ESMPs. Gender and social inclusion considerations will be integrated, and Occupational Health and Safety (OHS) management plans will be prepared for sub-projects where higher OHS risks are identified, following the OHS framework included in the ESMF. Additionally, while preparing strategy plan for solid waste management and other feasibility studies through technical assistance, assessment of associated E&S risks will be included in the ToR, reviewed and cleared by the Bank. LGED has prepared an Environmental and Social Commitment Plan (ESCP) and agreed with the Bank outlining actionable steps, timelines, responsibilities and capacity development efforts. The ESMF will be updated if the Contingency Emergency Response Component (CERC) is activated, contingent on the nature and scope of any emergencies that may arise.

ESS10 - Stakeholder Engagement and Information Disclosure Relevant

[Explanation - Max. character limit 10,000]

This standard is relevant to the project. Consultation and disclosure of information with stakeholders is at the core of planning and implementation of the project. Consultation will be carried out at various stages of project preparation and implementation. The key stakeholders include officials at the Ministry of Local Government, Rural Development and Cooperatives, Local Government Division, Local Government Engineering Department, targeted pourashovas and city corporations and UPs, project beneficiaries in City Corporations and Paurashava areas, the vulnerable segments of the beneficiaries (including women, children, elderly, people with disabilities etc.). The elected representatives, citizen groups, traders, market committees, industries, construction contractors, suppliers, transportation and other services providers are also important stakeholders. Targeting these and other stakeholders, a Stakeholder Engagement Plan (SEP) has been prepared illustrating methods, channels and timing of engagement, feedback and grievance redress mechanism to raise concerns about the Project including SEA/SH. The SEP has been cleared by the Bank and disclosed.

ESS2 - Labor and Working Conditions Relevant

[Explanation - Max. character limit 10,000]

The standard is relevant as the project involves civil works for the development, improvement, and rehabilitation of urban infrastructure of various scales. These activities will likely involve both direct and contracted workers. In pouroshavas/city corporations, where the scale of civil works is expected to be relatively smaller, the overall OHS risks for workers during the construction phase are expected to be moderate. Typically, individual work sites in these areas will involve a small number of direct and contracted workers, and influx of migrant workers at the sites in pourashovas and city corporations is projected to be low (ranging from 10 to 50 workers) for largely small-scale civil works. However, in nodal cities where larger infrastructure projects are planned, a higher OHS risk is anticipated with a higher number of migrant workers (51-100 workers and in case of investments like regional bus terminals, the number

may be 200) for medium to large scale physical construction works at these sites. Given the experience, the risk of gender-based violence (GBV), sexual exploitation and abuse (SEA), and sexual harassment (SH) related to the project is rated to be moderate. To address labor-related issues and guide the pourashovas and city corporations in effective contract management, a Labor Management Procedure (LMP) has been prepared. This LMP encompasses guidance for assessment of site specific OHS risks and the necessary mitigation measures to ensure the health and safety of workers who may be exposed to such risks. It also addresses concerns related to child labor in the supply chain, forced labor, gender issues, SEA, and SH. OHS measures will be incorporated into subproject-specific Environmental and Social Management Plan (ESMP) and would be reflected in the bidding and contract documents. Civil works contractors engaged by the pourashovas and city corporations will be required to adopt Codes of Conduct (CoC) for their workers. Furthermore, a labor-specific Grievance Redress Mechanism (GRM) and OHS protocols, including responses to pandemic and epidemic risks, have been proposed as part of the LMP. Labor GRM will be SEA/SH responsive. These mechanisms will empower workers to report any workplace safety issues and other concerns they may encounter during the course of their employment on the project. This comprehensive approach ensures that labor-related matters, including OHS, risks of SEA/SH are proactively addressed and managed throughout the project's implementation.

ESS3 - Resource Efficiency and Pollution Prevention and Management Relevant

[Explanation - Max. character limit 10,000]

The relevant standard plays a crucial role in the project as various construction activities during the implementation phase are expected to generate environmental and social impacts. These impacts encompass issues like drainage congestion, waterlogging, surface and groundwater pollution, as well as the creation of construction-related dust, air pollution, and noise pollution. In pourashavas/city corporations, these impacts are not anticipated to be significantly pronounced. However, in the case of larger construction activities in nodal cities, the impacts are expected to be more substantial. Consequently, it becomes essential to consider a range of environmental and social (ES) issues, such as pollution prevention and resource efficiency, right from the project's design phase through to construction and operation. These impacts, notably in the construction phase, are generally temporary and confined within the construction site boundaries, affecting primarily those living in close proximity to these sites. During the operational phase, certain issues may persist, especially in facilities like kitchen markets and community buildings, primarily due to the generation of solid and liquid waste. To effectively address these E&S risks and impacts, site-specific Environmental and Social Management Plans (ESMPs) will be developed in alignment with ESMF. It is expected that any residual impacts will be limited in scope and duration. As part of the project's commitment to sustainability, proactive efforts will be made to promote environmentally friendly practices, including encouraging the use of non-fired bricks and other eco-friendly construction materials whenever feasible. Additionally, the project's design will explore the incorporation of renewable energy sources in public facilities, aligning with environmental considerations to minimize the project's ecological footprint. This comprehensive approach underscores the project's dedication to responsible and sustainable development practices.

ESS4 - Community Health and Safety Relevant

[Explanation - Max. character limit 10,000]

This standard is relevant as the project would support civil works in populated urban areas with resultant movement of workers to and from the works sites. During construction, civil works and vehicles movement in populated urban

areas could expose communities to health and safety risks. Given the size of civil works, labor influx at works sites will likely be low. With the experience of COVID-19 infections, movement of construction workers and project interactions with communities should be regulated to avoid risks of infections of communicable diseases. The project induced GBV/SEA/SH risks under close supervision have also been assessed to be moderate. Potential risks to the communities at and around the works sites may be induced due to weak implementation of contingency plans at the pouroshovas and city corporations level, workers CoC, poor public awareness, and lack of information. As investment would be concentrated in the clusters of cities along the selected corridor, increased volume of traffic during construction and operation is expected which might increase the accident risk. Adequate traffic management, provision of alternative access points/roads, road crossing safety procedures is suggested. The CHS issues also be firmly embedded in the bidding documents. Project activities will take place at busy urban setting (probably dense), hence, given the gender mix in project workers, influx of migrant workers, labor camps at sites, this may trigger SEA/SH risk among project workers and the associated community.

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

[Explanation - Max. character limit 10,000]

This standard is relevant as land acquisition and involuntary displacement of people including partial demolition of structures of residential, commercial and community use may be involved in the project ensuring sustainable interventions for development and improvement of basic urban infrastructure and services. Land acquisition will be avoided where feasible. But for some proposed larger infrasturcture investments, such as regional bus terminals, food markets, and improvement of roads and public spaces for public health and safety, ease of traffic, and pedestrian movement, small-scale acquisition of private land in the order of few acres and repossession of existing public land in strips may be required and carried out following the national legal and regulatory framework and the ESS5 requirements. The project has developed a Resettlement Policy Framework (RPF) for managing land acquisition and involuntary resettlement of project affected people for physical and economic displacement outlining the process to be followed for preparing resettlement plans prior to initiation of bidding process for civil works. In preparing the RPF, past experience of LGED and LGD in implementation of RPFs and resettlement plans under completed and ongoing World Bank financed projects in LGED have been considered.

ESS6 - Biodiversity Conservation and Sustainable Management of Living Natural Resources Relevant

[Explanation - Max. character limit 10,000]

This standard is relevant. Given the information available at this stage, the impact on biodiversity or living natural resources would be minimal. No physical activities will take place in critical, natural or modified habitats. The ESMF includes a negative list of interventions for project finance to this effect. However, depending on the selection of the specific locations for various sub-projects, there is a possibility to have impact on local flora and fauna if adequate measures are not taken. However, these are expected to be minimal and necessity of preparing any biodiversity management plan is unlikely, and relevant mitigations measures would be included in the site specific ESMP, as needed.

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

[Explanation - Max. character limit 10,000]

This standard is relevant. Given that the project will be implemented in urban (City Corporation and Paurashovas) setting, it is unlikely that small ethnic minorities present in the project areas meet the characteristics of indigenous peoples as mentioned in ESS7. However, there are at least 3 cities selected from the hill districts with concentration of ethnic minority population, possibly with resemblance to the characteristics of the indigenous peoples per ESS7. Within regional and cluster approach, the Project investments may also extend to rural areas through neighboring Union Parishads. Acquisition of land owned by ethnic minorities will be completely avoided. People of indigenous origin, if found in any subproject area, will be consulted in culturally appropriate manner being cognizant of their faith, culture and practices. EMCF has been prepared and an EMC plan will be prepared, as needed to mitigate any impacts on ethnic minorities.

ESS8 - Cultural Heritage Relevant

[Explanation - Max. character limit 10,000]

This standard is relevant. This project is unlikely to adversely affect any cultural heritage. However, the ESMF will include a Chance Finds Procedures to illustrate the course of action to be taken in case any culturally significant objects/ practices are discovered.

ESS9 - Financial Intermediaries Not Currently Relevant

[Explanation - Max. character limit 10,000]

Not relevant.

B.2 Legal Operational Policies that Apply

OP 7.50 Operations on International Waterways Yes

OP 7.60 Operations in Disputed Areas No

B.3 Other Salient Features

Use of Borrower Framework No

[Explanation including areas where "Use of Borrower Framework" is being considered - Max. character limit 10,000]

Borrower's Framework would not be considered.

Use of Common Approach No

[Explanation including list of possible financing partners – Max. character limit 4,000]

NA

B.4 Summary of Assessment of Environmental and Social Risks and Impacts

[Description provided will not be disclosed but will flow as a one time flow to the Appraisal Stage PID and PAD – Max. character limit 10,000]

The project's environmental and social risks have been rated as substantial, resulting in an overall substantial risk rating. Project activities encompass a range of initiatives, including development, rehabilitation and maintenance of urban infrastructure such as roads, drains, and footpaths, as well as the development of revenue-generating investments like bus terminals, kitchen markets, community centers, public toilets and municipal buildings. While the environmental and social impacts in regular cities are expected to be minimal, activities in nodal cities, particularly the construction of larger infrastructure such as regional bus terminals, community centers, and markets, could have more pronounced impacts. These impacts necessitate a comprehensive consideration of various environmental and social issues throughout the project's lifecycle. Environmental concerns include potential water pollution from construction runoff, inadequate drainage systems leading to climate change impacts, and air pollution during construction. These impacts are generally temporary and limited to the construction phases. Occupational health and safety aspects demand careful attention, especially during construction activities, to prevent accidents and protect workers. Social risks are also rated as substantial due to the scale and location of civil works, potential land acquisition, and involuntary resettlement of affected individuals, mainly with economic displacement. The project involves small to medium levels of influx of migrant workers, inducing the risk of gender-based violence, sexual exploitation and abuse, and sexual harassment at work sites and in nearby urban communities. Investments for revenue generation and cost recovery approaches may impact citizens across different economic classes if inclusivity is not ensured. Efforts will be made to minimize land acquisition and physical displacement by utilizing existing available land where possible. Implementation will follow an inclusive, transparent, and participatory approach to prevent discrimination against community groups based on factors such as poverty, gender, age, physical ability, occupation, and ethnic identity. Pre-mitigation social risks and impacts associated with site-specific activities will be assessed during project implementation when the exact locations are known.

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 implementation?

[Description of expectations in terms of documents to be prepared to assess and manage the project's environmental and social risks and by when (i.e., prior to Effectiveness, or during implementation), highlighted features of ESA documents, other project documents where environmental and social measures are to be included, and the related due diligence process planned to be carried out by the World Bank, including sources of information for the due diligence - Max. character limit 10,000]

Site Specific ES screening and ES assessment reports/ESMPs, Resettlement Plans, Ethnic Minority Community Plans, SEA/SH Action Plan.

III. CONTACT POINT

World Bank

Task Team Leader:	Kwabena Amankwah-Ayeh	Title:	Senior Urban Development Specialist
Email:	Kamankwahayeh@worldbank.org		
TTL Contact:	Amadou Ba	Job Title:	Senior Agriculture Economist
Email:	aba2@worldbank.org		
TTL Contact:	Zhiyu Chen	Job Title:	Senior Urban Economist
Email:	zchen1@worldbank.org		

IV. 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

V. APPROVAL

Task Team Leader(s):	Kwabena Amankwah-Ayeh, Amadou Ba, Zhiyu Chen
ADM Environmental Specialist:	S. M. Zulkernine
ADM Social Specialist:	Md. Akhtaruzzaman