



# Combined Project Information Documents / Integrated Safeguards Datasheet (PID/ISDS)

Appraisal Stage | Date Prepared/Updated: 31-Jul-2018 | Report No: PIDISDSA24139



**BASIC INFORMATION**

**A. Basic Project Data**

Country Bangladesh	Project ID P166295	Project Name Additional Financing for Second Rural Transport Improvement Project	Parent Project ID (if any) P123828
Parent Project Name Second Rural Transport Improvement Project	Region SOUTH ASIA	Estimated Appraisal Date 02-Aug-2018	Estimated Board Date 20-Sep-2018
Practice Area (Lead) Transport & Digital Development	Financing Instrument Investment Project Financing	Borrower(s) People's Republic of Bangladesh	Implementing Agency Local Government Engineering Department (LGED)

Proposed Development Objective(s) Parent

The proposed Project Development Objective is: To improve rural accessibility in project areas (covering 26 districts) and strengthen institutional capacity for sustainable rural road maintenance.

Components

- A. Accessibility Improvement Component
- B. Institutional Development and Enhancement Component
- C. Rural Transport Safety Component
- D. Contingent Emergency Response Component

**PROJECT FINANCING DATA (US\$, Millions)**

**SUMMARY**

<b>Total Project Cost</b>	170.00
<b>Total Financing</b>	170.00
<b>of which IBRD/IDA</b>	100.00
<b>Financing Gap</b>	0.00

**DETAILS**

**World Bank Group Financing**

International Development Association (IDA)	100.00
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IDA Credit	100.00
<b>Non-World Bank Group Financing</b>	
Counterpart Funding	70.00
Borrower	70.00

Environmental Assessment Category

B-Partial Assessment

Decision

The review did authorize the team to appraise and negotiate

Other Decision (as needed)

**B. Introduction and Context**

Country Context

1. Bangladesh is one of the world’s most populous country with an estimated 165 million people in a geographical area of about 144,415 sq.-km and per capita income of US\$1,480 in 2017, well above the lower middle income country category threshold which it crossed in FY14. During recent years, economic conditions improved in the country. However, headline inflation increased to 5.8 percent in FY18, from 5.4 percent in FY17, reflecting increases in food prices due to supply shocks. Fiscal deficit was contained at around 4 percent of Gross Domestic Product (GDP) in FY17. The FY18 budget targets 5 percent deficit with 26.2 percent growth in expenditures. The current account balance turned into a deficit equivalent to 0.6 percent of GDP in FY17. The GDP grew well above the average for developing countries in recent years, averaging 6.5 percent since 2010, with an officially projected growth of 7.65 percent in FY18, driven by manufacturing and services.
2. Progress on reducing extreme poverty and boosting shared prosperity through human development and employment generation has continued with the poverty incidence based on the international \$1.90 per capita per day poverty line (measured on the basis of the Purchasing Power Parity exchange rate) declining from 44.2 percent in 1991 to a 13.8 percent in 2016 (latest available poverty data). Bangladesh’s performance against the Millennium Development Goals (MDG) goals was impressive against the South Asia Region average for most of the indicators. Such progress notwithstanding, the pace of poverty reduction and the rate of job creation has slowed since 2010. Bangladesh needs more effort in improving its growth rate to meet its target of moving up the middle income rankings by 2021 and eliminating poverty by 2030. For accelerating private sector-led growth with improved investment climate, the key challenges are the need for increased infrastructure and power, with much improved quality in spending public resources, better regulations and enhanced skills of its vast and rapidly increasing labor force.



Sectoral and Institutional Context

- 3. Transport and communication system as an essential physical infrastructure plays an important role in socio-economic development of the country. According to the final estimate of Bangladesh Bureau of Statistics (BBS), the contribution of the transport and communication sector to GDP was 11.26 percent and the rate of growth was 6.76 percent during FY2016-17. Local Government Engineering Department (LGED) has been implementing a number of projects/programs for the development of rural and urban infrastructures of the country. Since its inception up to FY2016-17, LGED so far developed 1,07,910 km upazila, union and rural roads, constructed 1,335,174 meters bridges/culverts and planted trees along 24,839 km of those roads. Moreover, as many as 2,041 growth centers, 2,059 rural bazars have been developed and 3,150 Union Parishad Complex buildings have been constructed during the period.
- 4. The following table depicts achievements in Transport Infrastructure under various development projects of Local Government Engineering Department up to FY2016-17 since its inception:

Component	Financial Year											Total (Cumulative Up to June 2017)
	Cumulative up to June 2007	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	
1	2	3	4	5	6	7	8	9	10	11	12	13
Earthen Road (km)	64,691	-	-	-	-	-	-	-	-	-	-	64,691
Paved Road (km)	57,908	3993	3277	4023	4614	4905	6639	6548	5990	4813	5200	1,07,910
Bridge/Cuvert (m)	10,38,355	30020	33800	29363	38502	26415	27057	32707	24455	28500	29000	13,35,174

[Source: Bangladesh Economic Review-2017]

C. Proposed Development Objective(s)

Original PDO

The proposed Project Development Objective is: To improve rural accessibility in project areas (covering 26 districts) and strengthen institutional capacity for sustainable rural road maintenance.

Current PDO

- 5. The additional financing proposes no change to the PDO. However, the works covered by the proposed AF will be to rehabilitate the roads that were damaged by the floods/ heavy rain, climate-resilient factors shall be taken into account into design of those roads.

Key Results

- 6. The project has been well implemented with 95% of contracts completed and the disbursement percentage has reached 93% as of June 25, 2018. Out of total 700 contracts under project scope, there remains about 50 contracts



to be completed by the extended closing date of which 18 works contracts are non-performing (with no or slow progress trend in the last six months due to weak capacity contractors) and will be cancelled from the project funding (no extension of contract time). Remaining on-going 32 contracts, that are performing well but unable to complete due to unusually prolonged rain last year, will need 1 - 3 working months in order to complete the works.

7. Most of activities under components B and C have been completed. There remain several activities that are either on-going or completed but need to be formally accepted by the Client in order to bring into operations. Road safety workshop at national level and some works contracts for ghats construction are among the on-going ones. Business Plan to support the roll out of maintenance policy has been completed for sometimes but not yet been formally accepted by LGED for operations. Another key activity is the IT-based Integrated Decision Support System (IDSS). Feasibility Study for IDSS has been completed but the final IDSS has not been finalized due to incompleteness of its related software, such as Project Monitoring System (PMS), Financial Management System (FMS), Road and Structure Database Management System, Bridge Management System, Personal Information Management System (PIMC). Some of these software needs additional time for completion. Delayed completion of these activities has led to Moderately Satisfactory rating for the IP for quite long time.
8. The closing date has been extended until April 30, 2019 to cover such extension of works contract time and also to facilitate the preparation of the AF. With the extended closing date, all the activities under the parent project will be completed and the parent project will be closed.

#### D. Project Description

9. The parent project consists of four components:
  - **Component A - Accessibility Improvement:** The component finances: (i) improvement of about 450 km of Upazila roads and about 370 km of Union roads in 26 districts through upgrading earthen to paved roads standard; (ii) rehabilitation and periodic maintenance of about 4,428 km of Upazila and Union roads in 26 districts in which about 428 km of roads are maintained under the DANIDA model of Performance Based Maintenance Contracts (PBMC); (iii) a pilot inland waterways transport (IWT) sub-component on low impact dredging of two rural waterways using local technology and construction of river infrastructure (ghats, jetties) at about 10 locations (iv) improvement and development of 33 growth center markets; and (v) Project Supervision and monitoring consultants.
  - **Component B - Institutional Strengthening, Capacity Building and Governance Enhancement:** This component covers: (i) capacity building to enhance LGED performance, governance and accountability; and (ii) performance monitoring and training.
  - **Component C - Rural Transport Safety:** The Component includes: (i) Technical assistance support for integrating road safety engineering measures and awareness building to ensure improved safety along project roads; and (ii) Technical assistance for strengthening road safety capacity of the LGED.
  - **Component D: Contingent Emergency Response Component (US\$0)** Zero component in case an adverse natural disaster event occurs that causes a major calamity, the GoB may request the Bank to re-allocate project funds to support response and reconstruction.



10. The proposed AF will be a scale up of the on-going RTIP2 project. Priority will be given to 18 districts, among the 26 districts under RTIP2 project, which were affected either by the floods (12 districts) or heavy rains (6 districts) last year. The remaining 8 districts have already been covered under ADB financed project and thus will not be included under the scope of AF. Table below summarizes the activities proposed in the RTIP2 AF as well as proposed allocation of funding for each activity:

<b>Component</b>	<b>Activity</b>	<b>Estimated cost (USD)</b>
<b>Component A:</b> Accessibility Improvement	A.2.1. Climate-Resilient Rural Roads Rehabilitation	143,690,000
	A.6. Design, Construction Supervision and Monitoring	5,000,000
<b>Component B:</b> Institutional Strengthening, Capacity Building and Governance Enhancement	B.2.1. Project Implementation Support/ Institutional Strengthening	7,630,000
	B.2.2. Impacts Evaluation (including gender)	290,000
<b>Component C:</b> Rural Transport safety	Enhanced traffic safety in rural areas	800,000
<b>Component D:</b> Contingent Emergency Response (zero component)		0
<b>Contingencies</b>	Price contingency (6%)	9,440,000
	Physical Contingency (2%)	3,150,000
<b>TOTAL</b>		<b>170,000,000</b>

11. In addition, the proposed AF includes the revision of the Results Framework, as follow:



Revisions to the Results Framework		Rationale for Change/ Comments
Current	Areas of change	
<b>PDO</b>		
To improve rural accessibility in project areas (covering 26 districts) and strengthen institutional capacity for sustainable rural road maintenance	No change	
<b>PDO Indicators</b>		
Increase in population living within 2 km of all season upazila and union roads improved under RTIP II in 26 project districts	End Target <b>Value</b> (2.8%) is unchanged but End Target <b>Date</b> is revised to as the new closing date of parent project, which is April 30, 2019	<ul style="list-style-type: none"> <li>Measurement will be made at completion of the parent project but assessment will be included in the project Implementation and Completion Results Report (ICR) at completion of the AF</li> </ul>
Increase of upazila and union roads under RPM and PBMC sub-components of RTIP2 in good condition (IRI below 7) in 26 project districts (4,428 km of paved roads)	<ul style="list-style-type: none"> <li>Indicator name is revised to read as <i>“Increase of upazila and union roads under RPM and PBMC sub-components of RTIP II in good condition (IRI below 7) in 26 project districts (about 6,003 km of paved roads)”</i> to take into account of 1,575 km of roads rehabilitated under the AF;</li> <li>End Target <b>Date</b> is revised to as closing date of the AF, which is October 31, 2021;</li> <li>End Target <b>Value</b> will be revised but will be identified and agreed with the Client, before the negotiation of the AF. The End Target Value is tentatively kept as it is (80%).</li> </ul>	<ul style="list-style-type: none"> <li>The total km of paved roads, about 6,003km, includes 4,428 km under parent project and 1,575 km under AF</li> <li>Measurement and assessment will be made at completion of the AF to assess the impacts from both parent project and AF</li> <li>Measurement of the related IRI has been somehow problematic due to the applied methodology as well as the use of old equipment which leads to incorrect results. Timing to measure the IRI is another factor for consideration. With PBMC roads, it may not be problematic as the IRI may be measured at any time during the maintenance period. But for rehabilitated roads, measurements at different time after contract completion might lead to different results. The most correct time for measurement is during the 12 months of Defects Liability Period.</li> </ul>
Increase in level of satisfaction from road users in the project influence area	End Target <b>Date</b> is revised to as the new closing date of the parent project, which is April 30, 2019	<ul style="list-style-type: none"> <li>Measurement will be made at completion of the parent project but assessment will be included in the project ICR at completion of the</li> </ul>



Revisions to the Results Framework		Rationale for Change/ Comments
Current	Areas of change	
		AF
Increase in maintenance budget needs met for the rural roads	End Target <b>Date</b> is revised to as the new closing date of the AF, which is October 31, 2021 to maintain Client's effort in making maintenance funds sustainable	<ul style="list-style-type: none"> <li>Measurement will be made at completion of the AF.</li> </ul>
<b>Intermediate Results Indicators (under scope of parent project)</b>		
(i) Upgrading of UZR (ii) Improvement of UNRs	End Target <b>Date</b> is revised to as the new closing date of the parent project, which is April 30, 2019	<ul style="list-style-type: none"> <li>Works under this component are on-going and will be completed before the new closing date (April 30, 2019)</li> </ul>
Rehabilitation and periodic maintenance: (i) RPM roads and (ii) Performance Based Maintenance Contract roads	End Target <b>Date</b> is revised to as the new closing date of the parent project, which is April 30, 2019	<ul style="list-style-type: none"> <li>Works under this component are on-going and will be completed before the new closing date (April 30, 2019)</li> </ul>
Construction of ghats (river jetties)	End Target <b>Date</b> is revised to as the new closing date of the parent project, which is April 30, 2019	<ul style="list-style-type: none"> <li>Works under this component are on-going and will be completed before the new closing date (April 30, 2019)</li> </ul>
Rehabilitation of inland waterways (dredging contracts completed)	End Target <b>Date</b> is revised to as the original closing date of the parent project, which is April 30, 2018	<ul style="list-style-type: none"> <li>Works under this component were completed by the original closing date (April 30, 2018)</li> </ul>
Business Plan developed for the Maintenance Policy	<p>End Target <b>Date</b> is revised to as the new closing date of the parent project, which is April 30, 2019.</p> <p>End Target <b>Value</b> is revised to "Business Plan Operational" to reflect the operationalization of the activity.</p>	<ul style="list-style-type: none"> <li>Business Plan has been developed but not yet approved and put under operations by LGED. The activity is therefore considered on-going and will be completed before the new closing date (April 30, 2019)</li> </ul>
Implementation of key MIP (ORA) actions	End Target <b>Date</b> is revised to as the new closing date of the parent project, which is April 30, 2019	<ul style="list-style-type: none"> <li>The activity is on-going and will be completed before the new closing date (April 30, 2019)</li> </ul>
LGED implementation of Integrated Decision Support System (IDSS)	End Target <b>Date</b> is revised to as the new closing date of the parent project, which is April 30, 2019	<ul style="list-style-type: none"> <li>Software (PMIS, ePMS &amp; uFMS), developed to help prepare the IDSS, have not been completed. The activity is therefore considered on-going and will be completed before the new closing date (April 30, 2019)</li> </ul>





Revisions to the Results Framework		Rationale for Change/ Comments
Current	Areas of change	
LGED implementation of comprehensive IT-based maintenance management system	End Target <b>Date</b> is revised to as the new closing date of the parent project, which is April 30, 2019	<ul style="list-style-type: none"> <li>Maintenance Management System software (MMS) has not yet been completed. The activity is therefore considered on-going and will be completed before the new closing date (April 30, 2019)</li> </ul>
<b>Intermediate Results Indicators (under scope of AF)</b>		
None	New indicator: <i>Climate-resilient Rehabilitation of roads (UZRs and UNRs)</i>	<ul style="list-style-type: none"> <li>Indicator added to reflect the climate-resilient rehabilitation works for UZR and UNR under the AF</li> </ul>
None	New indicator: <i>Percentage of women employed in road works (relative to total labor force employed in road construction)</i>	<ul style="list-style-type: none"> <li>Indicator added to assess the implementation of gender action plan</li> </ul>
None	New indicator: <i>Contractor's workforce trained on ESHS, OHS and GBV Code of Conduct</i>	<ul style="list-style-type: none"> <li>Indicator added to assess the measures to improve environmental and social safeguard during project implementation</li> </ul>
None	New indicator: <i>GRM in place and active at all time in all works contracts</i>	<ul style="list-style-type: none"> <li>Indicator added to assess the measures to strengthen the citizen-engagement during project implementation</li> </ul>
None	New indicator: <i>Road safety audit carried out for all roads rehabilitated under AF, incorporating safety and security in transportation for women</i>	<ul style="list-style-type: none"> <li>Indicator added to assess the project implementation with regard to road safety aspects</li> </ul>
None	New indicator: <i>Participation of direct beneficiaries and project affected people in citizen engagement process (%)</i>	<ul style="list-style-type: none"> <li>Indicator added to measure the rate of direct beneficiaries and project affected people participating in the Citizen Engagement process.</li> </ul>

12. **Closing Date of the Additional Financing:** The closing date of the additional financing is **October 31, 2021** providing about three (3) years to implement the activities proposed under the Additional Financing. All key activities under the Additional Financing are planned to be procured within the next 6 months, leaving about 30 months for implementation. The civil works contracts are for 12-18 months implementation and 12 months for defects liability period.



13. No additional safeguard policies will be triggered, but there will be **a change from the current (Category A) to new (Category B) environmental safeguards classification for activities under AF scope**. The original project is classified as Category A in consideration of subprojects for inland waterways rehabilitation through dredging. However, the Additional Financing (AF) does not include waterways nor large-scale works. The AF is being processed to rehabilitate and/ or repair the rural roads those were damaged due to the floods and heavy rainfall in 2017. It is expected that these roads rehabilitation activities would not pose any significant impact on the environment. In view of the predicted impacts from the proposed activities, the Environmental Assessment (EA) category of the AF has been downgraded as Category B. There will be no changes to the PDO, implementation arrangements nor financial management arrangements currently in place for the Project.

## E. Implementation

### Institutional and Implementation Arrangements

15. The AF project will be implemented by LGED which has a large experience of project funded by development partners including the World Bank. LGED implemented several rural transport projects including the previous RTIP-I closed in June 2012 and the ongoing RTIP-II closing by April 30, 2019. Community engagement will be promoted through all-inclusive consultation and participation process for identification, design and implementation of subprojects. LGED has established a Project Management Unit (PMU) at its headquarters headed by a Project Director (PD) to prepare and coordinate project implementation. LGED decentralized units in the districts and upazilas (sub-districts) will be responsible for activities on the ground. The Gender and Development Forum, an in-house advocacy forum within LGED will guide and oversee gender actions under the project. The PMU will receive the support from a Design, Supervision and Management Consultant for subproject identification, design and construction supervision as well as contract management. An Integrated Performance Audit will periodically review performance in project implementation and compliance with World Bank procurement, financial management and safeguards policies as well as quality and efficiency in delivery of project activities

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

Exact site locations of physical works proposed under the AF is not known. However, the AF will cover rehabilitation of rural roads critically damaged during the last year flood in 18 out of the 26 districts included under the RTIP-II. Sixteen of these districts are on the east of the Jamuna/Padma rivers but the project area is outside the Chittagong Hill Tracts, which are heavily populated by tribal peoples with similar characteristics of indigenous peoples. The two remaining districts are on the west of the Jamuna River. As seen under the on-going RTIP-II, improvement and construction of rural infrastructure require private land acquisition and displacement of people who may have been using public lands, mainly associated with the upazila roads for improvement. The AF subprojects may cover areas inhabited by tribal peoples, as a small section of the tribal communities are dispersed in the plain districts as well. It is expected that the road maintenance activities under the AF would not pose any significant impact on the environment. The issues can mainly be construction related including workers' health and safety requirements, construction camp management, and construction related waste disposal. LGED has updated the EMF and SIMF prepared under the parent project to accommodate the implementation experience and covering the ensuing issues



of project related grievances, labor influx, child labor and gender-based violence in addition to appropriate land acquisition and following up payments according to project schedule.

**G. Environmental and Social Safeguards Specialists on the Team**

Md. Akhtaruzzaman, Social Safeguards Specialist  
Iqbal Ahmed, Environmental Safeguards Specialist

**SAFEGUARD POLICIES THAT MIGHT APPLY**

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>The original project is classified as Category A in consideration of subprojects for inland waterways rehabilitation through dredging. The safeguard compliance management under RTIP2 overall is rated to be moderately satisfactory. However, the Additional Financing (AF) does not include waterways or large-scale works. The AF is being processed to rehabilitate and/ or repair the rural roads those were damaged due to the floods and heavy rainfall in 2017. It is expected that these roads maintenance activities would not pose any significant impact on the environment. In view of the predicted impacts from the proposed activities, the EA category of the AF has been downgraded as Category B.</p> <p>All civil works under the project are being identified. But the exact locations, size and extent of improvements will not be precisely known at project appraisal. The Environmental Management Framework (EMF) and the Social Impact Management Framework (SIMF) adopted for the ongoing RTIP-2 have therefore been updated for the AF based on the implementation experience and lessons learnt from the ongoing project. The updated SIMF will also address the risks associated with labor influx, GBV and propose additional</p>



		mitigation measures following the World Bank Guidance Note on Labor Influx and GBV.
Performance Standards for Private Sector Activities OP/BP 4.03	No	The Project will not finance any private sector activities.
Natural Habitats OP/BP 4.04	Yes	The policy is triggered as precautionary measure though the project activities may not have any impact on the natural habitat
Forests OP/BP 4.36	Yes	The Project may not pose any impact on the management, protection, or utilization of natural forests or plantations. However, the policy is triggered as precautionary measure.
Pest Management OP 4.09	No	The Project is not expected to finance any synthetic chemical pesticides activities and the policy has not been triggered.
Physical Cultural Resources OP/BP 4.11	No	No Physical Cultural Resources will be affected. However, special precautions will be taken to avoid cultural heritage sites and property. The EMF also has provision of 'Chance find' procedures conforming to applicable legislations on heritage
Indigenous Peoples OP/BP 4.10	Yes	The AF project, like the original RTIP-II, covers areas outside the Chittagong Hill Tracts (CHT), the main hub of the small ethnic communities (SEC) with distinct characteristics of indigenous peoples (IP). But SECs are also present in some of the project districts, and the AF will trigger OP 4.10 on Indigenous Peoples as in the original RTIP-II. The small ethnic community development framework, included in the Social Impact Management Framework (SIMF), has also been updated following the experience from RTIP-II. The updated SIMF will provide the principles, guidelines and procedures to prepare and implement Small Ethnic Community Development Plan, wherever project improvements will find SECs among the beneficiaries and/or affected persons with distinct characteristics of IPs. The SIMF provides procedures for social screening, social impact assessment, consultation and participation, and management of indigenous people issues in compliance with the OP 4.10 including a grievance redress mechanism commensurate to the traditional conflict resolution system of the community.



Involuntary Resettlement OP/BP 4.12	Yes	According to the project approach, most of the works will be on the existing available land of the rural roads. However, rehabilitation of Upazila roads may require private land acquisition and displacement of people who use parts of the roads for livelihood purposes. OP 4.12 on involuntary resettlement, therefore, is triggered to the AF as is for the original RTIP2. The SIMF of the on-going RTIP2 has been updated to make the Resettlement Policy Framework (RPF) commensurate to the likely land acquisition and resettlement impacts of the AF. The updated SIMF includes (a) a legal framework updated for the new law on land acquisition promulgated in 2017; (b) facility for screening of social safeguard issues related to involuntary resettlement; (c) mitigation principles, guidelines, and a policy matrix in terms of different impact categories; (d) a grievance redress procedure for the project affected persons; (e) stakeholder consultation framework; and (f) arrangement for monitoring and evaluation. The updated SIMF will provide the bases to prepare separate Resettlement Action Plans for annual works packages.
Safety of Dams OP/BP 4.37	No	The Project will not finance any dams, nor do project activities depend on any existing dams.
Projects on International Waterways OP/BP 7.50	No	The Project activities will not take place along international waterways which are shared with Riparian countries.
Projects in Disputed Areas OP/BP 7.60	No	The Project activities will not take place in any disputed areas.

**KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT**

**A. Summary of Key Safeguard Issues**

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

The proposed project will finance road rehabilitation activities on the existing rural road network which were damaged due to the floods and heavy rainfall in 2017. No construction of new roads is envisaged and therefore, significant and long-term environmental impacts are not expected from the rural road rehabilitation subcomponent. However, works on rural roads in general are known to have impacts resulting from erosion, dust and noise control, waste disposal during construction and increased access to remote areas. Road rehabilitations will ensure proper drainage and enhance soil stability, as well as provide greater vehicular and pedestrian safety by improving road



surfaces and embankments and building bridges. Other impacts can be managed effectively with known mitigation measures.

Social safeguard screening will be conducted for each subproject for ensuring social safeguard compliance and identification of issues to be addressed for Upazila Roads as well as for Union Roads.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:

The proposed project will improve the road surface condition of the rural area and eventually the numbers of motorized transport will be increased, which may contribute to localized air pollution and road safety related challenges. On the other hand, improved road surface will reduce accident hazard, traffic delay as well as dust and vehicular emission.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

Since the rural road rehabilitation works will be carried out on existing roads, no change in the existing alignment of the roads will be considered. The rehabilitation work will ensure proper cross drainage, widening and slope stability during design.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

All civil works under the project are being identified, the exact locations, size and extent of rehabilitation will not be precisely known at project appraisal. The Environmental Management Framework (EMF) and the Social Impact Management Framework (SIMF) adopted for the ongoing RTIP-2 have been updated for the Additional Financing based on the safeguard assessment and lessons learnt from the ongoing project. According to EMF, specific Environmental Management Plans (EMP) will be prepared for all subprojects having environmental impacts. The EMP with required budget will be an integral part of the Bill of Quantities (BOQ). The EMF also provides the Environmental Code of Practice (ECP), which will be included in all subproject civil works contracts through a set of special environmental clauses (SECs) included in the Technical Specification of the bidding documents. The project will mitigate the risks of labor influx encouraging use of local labors by the contractors and include specific requirements in the bid documents to this effect.

The Project Environmental Unit headed by an Executive Engineer which was set-up under the RTIPII will continue to coordinate the environmental management of the project. The PMU will also hire two Junior Environmental Specialists and one Senior Environmental Specialist to carry out environment screening/assessment, supervision and monitoring.

Given the exact locations and social impacts are to be identified at the design stage of subprojects under the AF, LGED will follow the RTIP-II Social Impact Management Framework (SIMF) updated for lessons learnt from the implementation of the RTIP-II subprojects to deal with social inclusion, community engagement and social safeguards issues of the AF. The SIMF provides the principles and guidelines for identification and selection of subprojects, assessment of social risks and impacts including safeguards, and prepare, implement and monitor social management plans including Social Impact Assessment, Resettlement Plan, Indigenous Peoples Plan, Gender Actions covering management of GBV and SEA, and labor influx management.

A Senior Sociologist in the PMU will continue look after the overall land acquisition, resettlement and other social



issues for the Project Director. A Gender Specialist will be included in the PMU for guiding gender sensitive project management, design and implementation oversight. The District Sociologists will be continued for the AF implementation and the PMU Senior Sociologist will provide direct technical support to and supervise the District Sociologists at the district level. In addition, the Design and Supervision Consultancy will provide professional technical support in managing social risks and impacts including land acquisition, resettlement, indigenous peoples' issues, gender, participation, and labor influx at all stages of project cycle. The PMU will be responsible for monitoring, reporting and evaluation, including the design of the M&E system. The supervision consultant shall mobilize adequate social and environmental oversight to monitor GBV, SEA and Labor Influx risks and issues relating to the project and its contractors. Independent reviews of the environmental and social management aspects of the AF will be carried out at regular intervals using independent impact evaluation consultancy support.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

The updated EMF and the SIMF were prepared in consultation with the key stakeholders including the LGED field level staffs, contractors and communities at potential RTIP2 areas. Consultation with communities has been made mandatory for environmental screening/assessment of each subproject. Considering the piloting experience of RTIP2, the project will display the environmental management plan with costing on a billboard at the project site. The EMF and the SIMF along with their summaries in Bangla will be disclosed by the LGED on their website and hardcopies are also available at LGED headquarters and district offices (project area). Advertisement requesting public comments will be published in two daily Newspapers (English and Bangla). The EMF and the SIMF will also be disclosed in Bank portal before appraisal.

**B. Disclosure Requirements (N.B. The sections below appear only if corresponding safeguard policy is triggered)**

**Environmental Assessment/Audit/Management Plan/Other**

Date of receipt by the Bank  21-May-2018	Date of submission for disclosure  07-Jun-2018	For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors
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**"In country" Disclosure**

Bangladesh  
23-Apr-2018

Comments

**Resettlement Action Plan/Framework/Policy Process**

Date of receipt by the Bank	Date of submission for disclosure
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10-Apr-2018

07-Jun-2018

**"In country" Disclosure**

Bangladesh

22-Jan-2018

Comments

**Indigenous Peoples Development Plan/Framework**

Date of receipt by the Bank

Date of submission for disclosure

10-Apr-2018

07-Jun-2018

**"In country" Disclosure**

Bangladesh

22-Jan-2018

Comments

**If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.**

If in-country disclosure of any of the above documents is not expected, please explain why:

**C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting) (N.B. The sections below appear only if corresponding safeguard policy is triggered)**

**OP/BP/GP 4.01 - Environment Assessment**

Does the project require a stand-alone EA (including EMP) report?

No

**OP/BP 4.04 - Natural Habitats**

Would the project result in any significant conversion or degradation of critical natural habitats?

No

If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?





NA

**OP/BP 4.10 - Indigenous Peoples**

Has a separate Indigenous Peoples Plan/Planning Framework (as appropriate) been prepared in consultation with affected Indigenous Peoples?

No

**OP/BP 4.12 - Involuntary Resettlement**

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?

NA

If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?

NA

Is physical displacement/relocation expected?

TBD

Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)

TBD

**OP/BP 4.36 - Forests**

Has the sector-wide analysis of policy and institutional issues and constraints been carried out?

NA

Does the project design include satisfactory measures to overcome these constraints?

NA

Does the project finance commercial harvesting, and if so, does it include provisions for certification system?

NA

**The World Bank Policy on Disclosure of Information**

Have relevant safeguard policies documents been sent to the World Bank for disclosure?

Yes

Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?

Yes



### All Safeguard Policies

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?

Yes

Have costs related to safeguard policy measures been included in the project cost?

Yes

Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?

Yes

Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?

Yes

### CONTACT POINT

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**APPROVAL**

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Country Director:	Rajashree S. Paralkar	02-Aug-2018