Project Information Document (PID)
## BASIC INFORMATION

### A. Basic Project Data

<table>
<thead>
<tr>
<th>Country</th>
<th>Project ID</th>
<th>Project Name</th>
<th>Parent Project ID (if any)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bangladesh</td>
<td>P169880</td>
<td>Western Economic Corridor and Regional Enhancement Program</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Region</th>
<th>Estimated Appraisal Date</th>
<th>Estimated Board Date</th>
<th>Practice Area (Lead)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTH ASIA</td>
<td>15-Apr-2020</td>
<td>17-Jun-2020</td>
<td>Transport</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Financing Instrument</th>
<th>Borrower(s)</th>
<th>Implementing Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment Project Financing</td>
<td>Ministry of Finance</td>
<td>Roads and Highways Department (RHD), Local Government Engineering Department (LGED)</td>
</tr>
</tbody>
</table>

**Proposed Development Objective(s)**

To provide efficient, safe, and resilient connectivity along a Section of a regional transport corridor in western Bangladesh and reduce post-harvest losses in the hinterland of the Section

### Components

- Upgrading National Highway Corridor and Enhancing Digital Connectivity
- Upgrading Secondary and Tertiary Roads and Complementary Logistics Infrastructure and Services
- Project Implementation Support and Sustainability
- COVID-19 Relief and Recovery
- Contingent Emergency Response Component

## PROJECT FINANCING DATA (US$, Millions)

### SUMMARY

<table>
<thead>
<tr>
<th>Total Project Cost</th>
<th>403.50</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Financing</td>
<td>403.50</td>
</tr>
<tr>
<td>of which IBRD/IDA</td>
<td>275.00</td>
</tr>
<tr>
<td>Financing Gap</td>
<td>0.00</td>
</tr>
</tbody>
</table>
### B. Introduction and Context

**Country Context**

1. **Bangladesh is one of the world’s most densely populated countries with an estimated 165 million people in a geographical area of about 144,415 sq.-km.** The country has enjoyed relatively high and stable growth over the last two decades, accompanied by rapid poverty reduction. Gross domestic product (GDP) grew well above the average for developing countries at around 6 percent per annum since 2000. With per capita gross national income (Atlas method) at $1,944 in 2019, Bangladesh has moved into lower middle-income country status since 2015. Manufacturing—particularly ready-made garment (RMG) exports—and construction have been major drivers of the recent economic growth. The country has also experienced a profound social transformation with the influx of girls into the education system and women into the labor force.

2. **Bangladesh has experienced strong, but unevenly distributed, poverty reduction.** While poverty fell from 31.5 to 24.5 percent of the population between 2010 and 2016, it increased in the northwestern Rangpur division and stagnated in the western divisions of Rajshahi and Khulna. Poverty declined rapidly in the central and eastern divisions of Barisal, Dhaka, and Sylhet and fell moderately in Chattogram. The data also show that poverty reduction was rural but not predominately agricultural. The sector contributed only 27 percent of the poverty reduction in rural areas despite employing about 47 percent of rural households, highlighting the need for agriculture to become more poverty reducing.  

3. **In terms of economic structure, the west derives a larger share of income from agriculture than the east.** For example, 57 percent of the income of the Khulna Division is generated from agricultural production. The welfare divide between eastern and western regions is especially evident in rural areas, driven in part by slower agriculture growth, affecting relatively more households in the west. However, despite the longer-term trend of growing employment and income in non-agriculture, agriculture income will remain central for poverty

---

1 World Bank, Bangladesh Poverty Assessment, 2019
reduction. For the poorest households living in rural areas, agricultural income represents about 57 percent of total labor income on average. To increase their incomes, a World Bank study highlights the criticality of better connectivity and efficient logistics to market agricultural products. Furthermore, value chain analyses point to the importance of modern market infrastructure, given the large share of rural non-farm enterprises that pursue activities related to agriculture (such as trading and processing).

4. **Bangladesh is highly vulnerable to health and other hazards.** Bangladesh is ranked as the sixth most vulnerable country (of 181 countries), according to the 2018 United Nations Disaster Risk Index. The country’s high population density and rapid urbanization makes it prone to high rates of morbidity from outbreaks of infectious diseases such as cholera, dengue fever, and possibly the evolving COVID-19 crisis. Overall, a large section of the population is at risk of health emergencies, including those due to outbreaks of infectious diseases that typically follow natural disasters. The frequency of such disasters is higher in the Southwest region compared to the rest of the country since the region is more vulnerable to cyclones, tidal surges, waterlogging, flood, drought and salinity.

**Sectoral and Institutional Context**

5. **The road network in Bangladesh needs considerable investments for upgrading and maintenance.** The primary road network is congested and in poor condition, operating at or near maximum capacity and unable to keep up with rapidly increasing demand. Average speed on the network is less than 30 km. With respect to the secondary and tertiary road network, Bangladesh has made remarkable progress, resulting in one of the highest rankings on the Rural Accessibility Index (RAI) in the region and among Least Developed Countries (LDCs). Despite this progress, rural roads across the country are in badly need regular repair and rehabilitation. Poor quality construction and carrying capacity of part of the primary, secondary and tertiary road network is common, and large portions of roads are impassable during the rainy season. Yet, the national maintenance budget for roads is increasingly in deficit, and road repair is often reactive and, therefore more expensive over the long run. The World Bank’s forthcoming Infrastructure Sector Assessment Program (InfraSAP) estimates that Bangladesh will need road sector investments of US$52bn until 2025 to meet growing demand.

6. **The poor road conditions have resulted in high logistics costs, constraining Bangladesh from playing a more active role in regional integration despite its strategic geographical location.** Pervasive congestion across the national logistics system is estimated to increase standard trucking costs by 100 percent. Logistics costs are especially high for agricultural products, ranging from 4.5 percent of sales (for leather footwear) to 47.9 percent of sales (for horticulture) in Bangladesh. Inefficiencies in logistics systems can especially have dire consequences during emergency situations like the spread of pandemics (e.g. COVID-19) when the uninterrupted flow of essential goods like food and medical supplies is imperative. Given the transport disruption currently caused by COVID-19, and similar possible future emergencies, food supply chains could collapse in Bangladesh due to the lack of efficient transport to take products from farm to table. In this context, reducing the high post-harvest losses for food and ensuring timely transportation is vital.

---

2 World Bank, Rural Income Diagnostic, forthcoming
3 Between 1960-2015, 19 severe cyclones hit the country’s coast
4 The Primary road network which is under the responsibility of the Roads and Highways Department (RHD), Ministry of Road Transport and Bridges - extends more than 21,000 km, of which 7,000 km are national and regional highways, and 13,100 km are Zilla (district) roads.
5 Secondary and tertiary network is under the responsibility of the Bangladesh Local Government Engineering Department (LGED), Ministry of Local Government, Rural Development & Cooperatives - extends roughly 375,000 km
6 Herrera Dappe, M., 2016, Moving Forward: Connectivity and Logistics to Sustain Bangladesh’s Success, World Bank
7. **Road safety performance is deteriorating.** Estimates of annual deaths in road crashes range from 2,538\(^7\) to nearly ten times that—between 20,736\(^8\) and 21,316\(^9\), which is estimated to cost Bangladesh 2-3 percent of GDP annually. Between 1990 and 2017, the increase in the road crash fatality rate per capita was three times higher in Bangladesh than that across the South Asia region. For the highest-risk group - males between the ages of 15 and 49—the rate of increase in Bangladesh was 15 times higher than that across the South Asia region. Dangerous roads throughout the country are evident with alarming annual death rates per kilometer of highway. The low but rapidly growing motorization rates (2.5 time increase from 2014 to 2017) provides the best crude marker of what to expect in future road safety terms, and unless rapid, scaled-up road safety investments are made, a continued upward trend in fatalities and injuries must be expected. The deteriorating road safety performance is not only undermining the already limited capacity to provide emergency care that would be vital for saving lives should the COVID-19 outbreak worsen, but it also increases the costs of moving vital goods (road crashes account for about 11 percent of truck operating costs\(^10\)).

8. **Bangladesh’s unique geographic conditions present challenges in developing and maintaining the transport system.** Situated in the delta of three major and highly active rivers, Meghna, Jamuna, and Padma, Bangladesh is one of the most disaster-prone and climate vulnerable countries in the world and the frequency as well as the intensity of floods and cyclones are increasing. The 2019 Global Climate Risk Index ranks Bangladesh among the top 10 most affected countries by climate change. More than 50 percent of all road types are exposed to different levels of flooding\(^11\). The impacts of climate change are more pronounced in the west, especially the Southwest region, and natural hazards are expected to be more intense the region in the future due to climate change. An additional 20 percent monsoon rainfall by 2050 are predicted for the Ganga-Brahmaputra-Meghna basin, suggesting more severe inland flooding in southwest region of Bangladesh. Rainfall and flooding damage the roads and impair accessibility. The damaged roads in flood seasons result in disproportionately high cost of rehabilitation to bring them back to service, especially following high flood events. The region is also at risk of severe droughts. Annual average temperature in Bangladesh shows an increasing trend (+0.6°C since 1950), leading to softening and cracking of pavements, making them more vulnerable to heavy rainfall.

9. **Women face a myriad of challenges in the transport and logistics sectors in Bangladesh.** In Bangladesh, only 8 percent of those employed in the “Transport, Storage and Communications Sector” are female. In rural road maintenance work this share is much higher at around 13 percent. Based on field estimates, around 3 percent of sellers at rural markets in western Bangladesh are women. These statistics indicate that there is a large scope in improving the gender balance in the transport sector and in markets that would allow women to benefit from the gains from enhanced connectivity. A forthcoming World Bank study in Bangladesh finds that the barriers that women face can be divided into the societal, institutional, and individual levels. At the societal level, the main barrier is the social norm of purdah, and often women are stigmatized when working on their own in public places. The study finds that designating stall space for female vendors, to accommodate the purdah, is helpful in alleviating this barrier. At the institutional level, women vendors cite the lack of female-friendly facilities—such as separate toilets with doors that close, disposal bins for sanitary pads, and water for handwashing—as lacking. At an individual level, household responsibilities and especially that of child rearing, plays an important role in a woman’s choice to work in Bangladesh. In Bangladesh as in the rest of the world women spend much greater

---

\(^7\) Police First Information Report (FIR). Defined as died at scene of crash.

\(^8\) Global Burden of Disease


\(^10\) Ibid

\(^11\) Resilience of the Transport Network in Bangladesh, World Bank, TU Delft, 2018
amount of time in care work. Evidence from the field suggests that many skilled women are not able to continue working due to the lack of childcare facilities. For example, in an apprenticeship program run by LGED in the district of Jashore, approximately 60 percent of the trained females indicated that they could not work after the apprenticeship was completed due to childcare responsibilities. Women on worksites have also been reported to work fewer hours to balance household and work responsibilities.

10. **Digital connectivity remains a challenge in Bangladesh, especially outside the main cities.** While mobile internet penetration has grown from 12 percent in 2014 to 22 percent in 2018 in Bangladesh, it ranks 78 among the 79 countries in the Global Connectivity Index for 2018. Out of 176 countries in International Telecommunication Union’s (ITU’s) annual ICT Development Index 2017, Bangladesh is ranked 147. The optical fiber cable (OFC) system suffers from frequent cuts, requiring new OFC to increase coverage and reliability. Inadequate digital connectivity and inability to deploy digital tools will likely hamper Bangladesh’s response to the COVID-19 outbreak. It will also impede social distancing regimes, essential services through remote operations, and business continuity. Significant investments in broadband infrastructure will be required to achieve ‘Digital Bangladesh’ and the “My Village, My Town” initiative aimed at providing quality public services to rural areas. Further, the government’s plan to launch 5G services by 2021 depends entirely on the nationwide availability of seamless OFC connectivity. Improved broadband connectivity will also have substantial benefits for the operations of road transport (especially during emergencies) and is a critical enabler of building “Smart Highways”.

11. **The transport sector faces institutional fragmentation, weak co-ordination and capacity constraints.** At the national level, there are 5 ministries and 21 agencies responsible for the transport sector with overlapping mandates, and conflicts between service provision and regulatory responsibilities. In the absence of a multi-sectoral mechanism or platform that can facilitate an integrated approach to infrastructure development, large transport projects tend to primarily focus on the physical investments with little consideration for how these investments impact the local and regional economies and how the benefits may be deepened through complementary interventions. While most goods are carried domestically on trucks, the sector lacks a Disaster (and Pandemic) Response Plan for situations like the COVID-19.

12. **These multifaceted development challenges are amplified in the western region.** There is evidence to suggest that the eastern region has increasingly benefited from integration with growth poles, namely Dhaka and Chattogram, in contrast to the more isolated western region. The large rivers crisscrossing the country act as natural boundaries between these two parts of the country by imposing a strong barrier to connectivity. Despite the western region’s unique potential for economic prosperity due to its geographic location as the main gateway for Indo-Bangla trade, agglomeration of transport infrastructure has not materialized. This gulf in economic development between east and west divide is further enlarged by a growing digital divide. A review of the volume and growth of mobile data reveals uneven distribution in the access and far greater usage in the eastern region.

13. **Transport infrastructure can play a critical role in narrowing the east-west divide.** The construction of the Bangabandhu Bridge in 1998 is estimated to have reduced transport costs between the northwest to Dhaka by

---

12 ILO finds that “living with a child under 6 implies a loss of close to one hour of paid work per week for women and an increase in paid working time of 18 minutes per week for men.” Source: ILO (2018). Care work and care jobs for the future of decent work. A 2018 ILO global report finds that women perform 76.2 percent of total hours of unpaid care work, more than three times as much as men. In Asia, this rises to 80 per cent, imposing a “job quality penalty” for the care givers.

13 World Bank, Poverty Assessment for Bangladesh: Creating Opportunities and Bridging the East-West Divide, 2008
more than 50 percent and structurally pushed farmers towards high value crops\textsuperscript{14}. The much-anticipated Padma Bridge opening in 2021 (estimated) is expected to boost the economic integration of southwest Bangladesh with the eastern part of the country. A WB study\textsuperscript{15} estimated that the Padma Bridge could boost the rate of growth of the national GDP by nearly one additional percentage point and regional GDP by over 3 additional percentage points. However, to deepen the benefits of the Padma bridge, the study highlighted the importance of enhancing the capacity of the primary road network to meet higher traffic demand, and of complementary investments in secondary and tertiary roads and basic infrastructure and services to promote economic opportunities in rural areas.

14. \textbf{The western region is an important gateway for regional and international trade of Bangladesh but is not well integrated with the rest of the country and region.} Three of the six most important trade gateways in Bangladesh—Benapole & Bhomra land ports, and Mongla seaport—are in the southwestern region. The Benapole-Petrapole land border post is the busiest and the most important land port between mainland India and Bangladesh. It accounts for over 50 percent of India’s overland exports, and almost 90 percent of Bangladesh’s. Several transport routes in the western region also have the potential to serve as regional transit corridors, interconnecting mainland India, Bhutan, Nepal and the North East Region (NER) of India. However, despite its importance, the southwestern region is isolated from the rest of Bangladesh in terms of road connectivity. A defining feature of the southwestern and northwestern regions of Bangladesh is that close to half of tradable goods that these regions produce (measured using freight that each region generates) is traded within them. The COVID-19 pandemic has not only highlighted the need for enhancing the resiliency and efficiency of transport connectivity between the agrarian western region and population centers like Dhaka, but also the need to improve local food supply chain.

15. \textbf{An integrated approach over a longer time horizon is required to have meaningful impact.} Under the Western Economic Corridor and Regional Enhancement (WeCARE) Program (hereinafter referred to as “the WeCARE Program”), the Government of Bangladesh plans to transform a 260km national highway (Bhomra-Satkhira-Navoron-Jashore-Jhenaidah-Bonpara-Hatikumrul – hereinafter referred to as the “Program Corridor”) in the western region into an “Economic Corridor”. The Program Corridor is an important regional transport route and an integral part of several South Asian Association for Regional Cooperation (SAARC) Road Corridors and the Asian Highway network. Improvement of this Program Corridor will contribute to strengthening weak links in the road network of the BBIN countries – as envisioned in the Operational Plan of the South Asia Sub-regional Economic Cooperation (SASEC). The Program corridor will be the ‘spine’ of the Economic Corridor and the area of influence will comprise ten (10) districts - Jashore, Jhenaidah, Magura, Chuadanga, Sathkira, Natore, Shirajganj, Kushtia, Pabna and Meherpur (hereinafter referred to as “Program Districts”). The local impacts of the Program will be enhanced through a network of improved rural roads, markets, and logistics infrastructure that would be connected to the corridor.

16. \textbf{The World Bank’s support to the WeCARE Program will be implemented through a Multiphase Programmatic Approach (hereinafter referred to as the “MPA program”).} The MPA program will comprise of upgrading 110km of the Program Corridor, the development of secondary and tertiary roads, growth centers, logistics infrastructure and services, and other economic infrastructure in the Program Districts, COVID-19 relief and recovery, and road sector management and institutional capacity. The Asian Infrastructure Investment Bank (AIIB) will support the WeCARE Program by upgrading 160km of the program corridor through parallel financing.

\textsuperscript{14} World Bank, Transport Costs, Comparative Advantage, and Agricultural Development, Evidence from Jamuna Bridge in Bangladesh, 2018
\textsuperscript{15} World Bank, Comprehensive Development of the Southwest Region Following Building of Padma Bridge, 2011
17. The Program Corridor will be upgraded from existing two-lane single carriageway to four lane climate resilient dual carriageway. Separate service lanes for slow moving vehicles and vulnerable users will be constructed both sides of the carriageway to improve road safety performance. OFC will be deployed along the corridor to enhance digital connectivity and to facilitate the application of Intelligent Transportation Systems (ITS), as well as digital tools for emergency response and business continuity. Through the investments in local economic infrastructure under the MPA Program, a strong emphasis is placed on enhancing the efficiency of, and reducing the losses in, local supply chains, thereby enhancing the resilience of local supply chains which is important in the case of natural disasters or pandemics. It is expected that in addition to the local economic benefits, the proposed investments would result into Wider Economic Benefits (WEBs) - such as the growth of income and consumption, poverty reduction, and creation of new jobs.

18. The MPA Program will contribute to the employment generation and economic recovery following the COVID-19 pandemic. It will provide immediate social protection and critical livelihood to vulnerable rural population in program districts through labor intensive civil works with the potential of generating about 1.3 million days of rural employment in the first 6 months of project implementation. In the near-term, civil works related to upgrading primary, secondary, and tertiary roads as well as logistics and other economic infrastructure are labor-intensive and are estimated to generate an 5-7 million person days of employment in Phase 1 of the program. The civil works are also expected to generate significant demand for local materials and services, thereby contributing to the recovery.

C. Proposed Development Objective(s)

Development Objective(s) (From PAD)
To provide efficient, safe, and resilient connectivity along a Section of a regional transport corridor in western Bangladesh and reduce post-harvest losses in the hinterland of the Section.

Key Results

Achievement of this objective will be measured through the following key indicators: a) Increased efficiency of transport mobility for passengers and goods, (b) reduced post-harvest losses for select value chains; (c) reduced annual fatalities on the corridor section; and (d) reduced number of days primary, secondary and tertiary roads are impassable due to flooding.

D. Project Description

19. The Project is the first phase of the WeCARE MPA Program and will support the following five components:

20. Component 1: Upgrading National Highway Corridor and enhancing digital connectivity. The component will finance widening of a section (17km) of the Jashore-Jhenaidah national highway from an existing two-lane single carriageway to four lane climate resilient dual carriageway with separate service lanes on both sides of the carriageway for slow-moving vehicles and vulnerable road users. It will also support the installation of OFC and deployment of Intelligent Transportation System (ITS), and implementation of a Safe Corridor Demonstration Program (SCDP) along the Jashore-Jhenaidah national highway.

21. Component 2: Upgrading secondary and tertiary roads and complementary logistics infrastructure and
services. The component will finance the development and upgrading complementary logistics infrastructure and services in the four (4) Program Districts of Jashore, Jhenaidah, Magura, and Chuadanga. This will include around 32 selected markets and logistics infrastructure involving storage, grading, sorting, packaging, collecting and selling facilities for selected agriculture value chains and livestock/fishing; and associated amenities like parking, sheds, piped-water supply, etc. It will also support the upgrading and development of about 600km of priority Upazila, Union, and village roads serving selected markets.

22. **Component 3: Project Implementation Support and Sustainability.** The component will finance training and capacity building activities of the implementing agencies as well as industry on selected priority areas including the Environment and Social Framework (ESF), resilience, gender, road safety, contract management, project management, procurement, financial management, etc. It will also support the creation of the Transport Sector Integration and Coordination Platform (TSICP) and operationalization of the Road Maintenance Fund Board Act.

23. **Component 4: COVID-19 Relief and Recovery:** This component will support the immediate provision of labor-intensive small works contracts (e.g. routine maintenance of roads, advance clearing and grubbing of roadway, etc.) that will provide just-in-time livelihood support to poor people in rural areas and stimulus to the local economy. These works are estimated to generate approximately 1.3 million days of rural employment. The component will support the development of an Emergency Response Plan for COVID-19, including action plan that will enhance emergency preparedness, management, and response capacity of RHD and LGED to mitigate and respond to the risks posed by COVID-19. It will also support the provision of necessary physical upgrades to transport agencies to ensure business continuity in response to COVID-19 and future crises. Notably, high-speed internet connections and IT services will be provided at RHD and LGED Headquarters, PIUs and field divisions. Additional hygiene measures at RHD and LGED Headquarters, PIUs and field divisions will be implemented to improve the work environment safety of the staff at both agencies.

24. **Component 5: Contingent Emergency Response Component (CERC):** Following any subsequent eligible crisis or emergency, the Borrower may request the Bank to re-allocate project funds to support emergency response and reconstruction. This component will draw from the uncommitted loan/credit/grant resources under the project from other project components to cover emergency response.

25. **Gender equity:** The project will take a multitude of actions to enhance women’s mobility and their role in the provision of transport infrastructure by addressing the societal, institutional, and individual barriers described in section B. These actions are especially important as it may be more difficult for women to regain their livelihoods once the COVID-19 pandemic has subsided. The actions taken by the project include:

   a) **Infrastructure prioritization:** The likely benefits to women from the improved infrastructure will be considered as one of the metrics to prioritize investments for component 2 (see Annex II, Section D).

   b) **Infrastructure design:** The design features of the road, placement/location of bus stops along the highway/feeder roads, access and pedestrian infrastructure will be selected based on a need’s assessment for women. This will inform the design of the roads for both component 1a and 2a.

   c) **Female entrepreneurship in rural areas:** The project will provide entrepreneurship opportunities for women at rural markets under component 2a. To address societal barrier of purdah, the project will allocate a special space for female vendors at markets. To address institutional barrier of lack of female friendly facilities, the project will build and maintain functioning bathroom facilities for female vendors. There will be separate toilets for women and men with doors that close properly, disposal bins, and water for hand washing. Both these actions are expected to increase female entrepreneurship at these market locations.
d) **Female employment in the transport sector:** The project will provide employment opportunities to women in rural road rehabilitation. To address the individual barrier of lack of childcare options, that women face to employment, daycare services will be offered at all worksites that are established for the civil works under component 2b. To this end, a covered shed will be provided for the children of the workers with at least one daycare service provider. The bidding document for the civil works will stipulate specific requirements for the design of the day care, as well as, the qualifications of the day care service provider. By allowing women to better balance their household and work responsibilities the project will make working (and the work environment) more attractive for women and contribute to increasing their labor force participation in the transport sector.

### Legal Operational Policies

<table>
<thead>
<tr>
<th>Triggered?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects on International Waterways OP 7.50</td>
</tr>
<tr>
<td>Projects in Disputed Areas OP 7.60</td>
</tr>
</tbody>
</table>

### Summary of Assessment of Environmental and Social Risks and Impacts

26. Based on the Environmental and Social Impact Assessment (ESIA) and field visits of the proposed corridor, the key environmental and social risks and impacts of the proposed project, which mainly supports existing roads and complementary logistics infrastructures, are anticipated to occur largely during the construction phase.

27. **Key impacts include:** (i) cutting of trees lining along the expanded Right of Way (ROW); however these trees are not part of nor connected to any forests; (ii) health & safety of workers and communities within the corridor and along the transport routes of construction supplies, materials and equipment; (iii) exposure of population in urban and semi-urban centers along the ROW and transport routes to noise, vibrations and air pollution; (iv) siltation and sedimentation of waterways close to the physical works; (v) significant land acquisition along the expanded ROW; (vi) partial and full physical displacement of houses, some mosques, temples, madrasah and graves; (vii) temporary economic displacement of some vendors and business along the ROW and in market areas where some rural roads will be constructed and/or rehabilitated; and, (viii) increased risk of GBV and road accidents.

28. The program will mainly employ local labor for unskilled labor requirements, but skilled laborers may come from other areas of the country. Risks deriving from labor influx are therefore expected to be substantial. During operation & maintenance phase, impacts to the economy from improved roads and connectivity and road safety are expected to be significantly positive. Health and safety is also expected to improve with the safety features included in the improved road, including separating lanes for slow from fast moving vehicles, enforcement of speed limits, installation of signages, etc.

29. The environment risk of the project is substantial largely because risks and impacts are construction-related and temporary and can be mitigated following sound engineering measures and good housekeeping practices. Social risk is high due to significant land acquisition involved and potential physical and economic
displacement. Overall Environmental and Social Risk Classification of Phase 1 of the program is High.

E. Implementation

Institutional and Implementation Arrangements

30. The Project will be implemented by the Roads and Highways Department (RHD) and the Local Government Engineering Department (LGED). RHD and LGED will establish a project implementation unit (PIU) headed by a project director. These agencies will be responsible for satisfactory implementation of the project activities under their purview, including compliance with fiduciary and safeguard requirements. The agencies will engage Project Management and Supervision Consultants for regular supervision, monitoring and reporting of project activities. Both implementing agencies will have project-level steering committee with participation from RHD and LGED. A coordination committee will be established for the Program at the national level, involving key government stakeholders.

Note to Task Teams: The following sections are system generated and can only be edited online in the Portal. Please delete this note when finalizing the document.

CONTACT POINT

World Bank

Rajesh Rohatgi
Senior Transport Specialist

Jan Erik Nora
Senior Operations Officer

Muneeza Mehmood Alam
Economist

Borrower/Client/Recipient

Ministry of Finance

Implementing Agencies
Roads and Highways Department (RHD)
Riaz Jaber
Additional Chief Engineer
pd.srtppfii.rhd@gmail.com

Local Government Engineering Department (LGED)
M. A. Sattar
Project Director
sattar811@gmail.com

Shamaji Shamaji
Project Coordinator WeCARE (LGED)
mmh_shamaji@yahoo.com

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

APPROVAL

Task Team Leader(s): Rajesh Rohatgi
Jan Erik Nora
Muneeza Mehmood Alam

Approved By

Environmental and Social Standards Advisor:

Practice Manager/Manager:

Country Director: Mercy Miyang Tembon 23-Apr-2020