Appraisal Environmental and Social Review Summary

Appraisal Stage

(ESRS Appraisal Stage)

Date Prepared/Updated: 06/08/2020 | Report No: ESRSA00865
BASIC INFORMATION

A. Basic Project Data

<table>
<thead>
<tr>
<th>Country</th>
<th>Region</th>
<th>Project ID</th>
<th>Parent Project ID (if any)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tajikistan</td>
<td>EUROPE AND CENTRAL ASIA</td>
<td>P166820</td>
<td></td>
</tr>
</tbody>
</table>

Project Name

Fourth Phase of the Central Asia Regional Links Program

Practice Area (Lead)

Transport

Financing Instrument

Investment Project Financing

Estimated Appraisal Date

5/27/2020

Estimated Board Date

7/30/2020

Borrower(s)

Ministry of Finance

Implementing Agency(ies)

Ministry of Transport, Customs Service

Proposed Development Objective(s)

The Project development objectives of the Fourth Phase of the Central Asia Regional Links Program are to enhance the efficiency of cross-border trade for participants of the regional economy and to improve the resilience and safety of regional connectivity infrastructure in Sughd Oblast and Gorno-Badakhshan Autonomous Region.

The project contributes to the Central Asia Regional Links Programs higher-level development objectives of increasing cross-border connectivity and enhancing integrated regional development to revitalize historically active economic exchanges in Central Asia and beyond along the Silk Route.

Financing (in USD Million)

<table>
<thead>
<tr>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>132.00</td>
</tr>
</tbody>
</table>

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

No

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

The Fourth Phase of the Central Asia Regional Links (CARs) program, a series of projects (SOP) in multiple countries (borrowers), has the following components.
Component 1: Improve regional connections in Sughd Oblast and GBAO Region (US$89 million equivalent from IDA; US$1 million from PACT Trust Fund). Activities to be financed under this component include: (i) rehabilitation of a 50.5 km long, Category I and III roads in Sughd Oblast in four sections (estimated at US$37.0 million); (ii) construction of Khorog bridge and tunnels/galleries and bridges around Barsem Village in GBAO to enhance the resilience of the road connectivity from climate hazards such as mudslides and avalanches (estimated US$46.7 million); (iii) provision of construction supervision services for road construction and rehabilitation works (estimated US$4.3 million); and (iv) preparation of feasibility studies for improvement of regional road connectivity for Khatlon and GBAO Oblasts as basis for potential lending operation (CARs-5), to be partially financed by PACT Trust Fund (estimated US$2.0 million).

Component 2: Improve road asset preservation and road safety (US$20 million equivalent) comprises two sub-components.

Sub-Component 2a Improve road asset preservation (US$8 million equivalent) will finance (i) supply and installation of weigh-in-motion (WIM) systems to preserve road assets, (ii) installation and commission of software packages for recording, storage and analysis of road network condition data, development of prioritized maintenance planning, optimized to allow for budget constraints, and annual maintenance plans, and (iii) training on the installed systems. Activities under this component have been carefully coordinated with other development partners.

Sub-Component 2b Improve Road Safety (US$12.0 million equivalent) will finance three activities. (i) Support the Department of State Automobile Inspection to enforce use of 4-wheel vehicle safety belts, through a legal review and regulatory reforms, publicity campaign to warn of start of enforcement, and design of, and implement support for, an enforcement campaign. (ii) Retrofit or construct safety barriers along selected road sections in severe mountainous terrains as a demonstration pilot. (iii) Support the Department of State Automobile Inspection under the Ministry of Interior, the lead agency for road safety, to develop a Road Safety Strategy and to establish a Road Safety Observatory.

Component 3: Facilitate cross-border movement of goods (US$20 million equivalent). Two groups of activities will be financed under this component. (i) Upgrading of the Customs information and communication technology (ICT) platform (estimated at US$17.5 million), including equipment and facilities (computers, networking equipment, data center, end-use terminals), customs automation software, development and testing of the provided system, and implementation support up to 2025. (ii) Strengthening of institutional capacity and human resources in Customs Service (estimated at US$2.5 million), comprising integration of the newly upgraded Customs ICT platform with the National Single Window and other related systems, technical assistance on customs modernization, implementation of time release studies, assessment of implementation of measures under the WTO Trade Facilitation Agreement, strengthening of the human resources unit within the Customs Service to ensure gender equality in employment and career promotion, and training of staff on code of ethics and gender-sensitivity to improve services to both female and male customers.

Component 4: Support project implementation, coordination and management (US$2 million equivalent). This component will support project implementation, coordination and management including provision of goods, consultants’ services and training, operating costs and financial audit.
Component 5: Contingent Emergency Response (US$0). This zero-dollar component is designed to provide swift response in the event of an eligible crisis or emergency, by enabling Tajikistan to request the World Bank to reallocate project funds to support emergency response, and reconstruction, where needed.

D. Environmental and Social Overview

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

Tajikistan is a small Central Asian country, bordered by Afghanistan, China, the Kyrgyz Republic, and Uzbekistan. Mountains cover 90%, rendering accessibility difficult, particularly during winter. GBAO, which is sparsely populated and highly mountainous (less than 3 percent of population and 44.5 percent of landmass) is also home to interesting endemic flora and fauna, including protected species like the snow leopard; protected areas, like the Tajik National Park in GBAO’s Pamir Mountains (a UNESCO World Heritage Site); and a rich cultural tradition. Nearly a third of the population in Tajikistan are poor with GBAO having larger proportion, per capita, of poor. Youth and vulnerable unemployment are high, representing a source of instability and a threat for the country. Additionally, GBAO shares a porous 1300 km border to the south with Afghanistan, a hot-spot for drug trafficking. The two proposed sub-project areas in GBAO, therefore, encompass potentially fragile ecosystems (though not directly affecting protected areas or the National Park) and conflict-ridden areas near the Afghan border owing to both internal and external factors. Due to the topography, connectivity between main cities, regions, and neighboring countries is key for economic growth. The assessments show accessibility to certain regions is very difficult, particularly during winter.

Salient environmental and social characteristics include: (i) substantial risk of natural disasters like avalanche and flash flood in mountainous areas; (ii) high degree of diversity in terms of linguistic as well as political orientations; (iii) interregional as well as rural-urban disparities; (iv) cross border illicit trade and skirmishes; and (v) low income and employment opportunities.

Sughd Oblast is located in the densely populated Ferghana Valley, which is considered the backbone of the Central Asian agriculture and is a key industrial production center for Tajikistan. The region is a major producer of cotton, wheat, fruits, and raw silk. While the population density of Central Asia, as a whole is 40.8 people per square mile, in the Ferghana Valley it is 1,600 people per square mile. It is also one of the fastest-growing regions within Central Asia, experiencing a population growth of 32% in the last 10 years. Agriculture, including arable farming and livestock rearing, represents the major source of income and food security for the households in the region. About 80 percent of the Sughd Oblast’s population is engaged in agriculture, and women are the majority of those employed in this sector, wages are low for both women and men. Sughd is also home to one of the four Free Economic Zones established by the Tajik Government, with preferential tax treatment and reduced and customs fees. However, overall poor transport infrastructure and inefficient border crossing between the three countries located in the Ferghana Valley are key bottlenecks for the producers in the valley to effectively participate in global value chains and promote trade and tourism in the region. The proposed road rehabilitation and border crossing facilities in Sughd, in combination with the activities undertaken by CARS-1 and -2 in the Ferghana Valley (CARS-1 in the Kyrgyz Republic and CARS-2 in Tajikistan) will help improve the flow of goods and services within the region and beyond.

In contrast to the Sughd Oblast, GBAO is home to the heart of the Pamir Mountains which stretch across Afghanistan, China, Kyrgyz Republic, Pakistan and Tajikistan. Over 85% of GBAO’s territory has no productive agropastoral potential. Only approximately 12.5% of GBAO territory is pastureland, and the region has very little arable land.
Endowed with its unique mountainous landscape, GBAO has since recently become a niche tourism destination for mountaineers, trekkers, bikers (both bicycle and motorcycle), and wildlife admirers. GBAO is now the most popular tourist region in Tajikistan, both in terms of tourist volume and length of stay. Lack of productive opportunities has long caused GBAO to heavily rely on subsidies - from the Soviet Union before the 1990s, and on Official Development Assistance (ODA) since the collapse of the Soviet Union. While poverty rates have fallen nationwide (29.5 percent in 2017), compared to other parts of the country, poverty is substantially higher in GBAO Region. GBAO is also characterized by decaying infrastructure. The Pamir Highway along the Pamir Mountains serve as the only regional land transport mode linking Tajikistan with China and connecting GBAO residents to the capital of Dushanbe. The proposed interventions in GBAO will both help improve connectivity along the Pamir Highway and improve road safety as the bridge will significantly reducing traffic transiting the center of Khorog and the tunnel/gallery work will improve safety on a road section beset by frequent rock-slides and avalanches.

The project area consists of 4 sections in Sughd region. Section 1 of the proposed Project passes Spitamen district, jamoat Kurush, Sections 2, 3 pass Gafurov district, and Scetion 4 Kanibadam district of Sughd region the Republic of Tajikistan. Spitamen is a district in north-central Sughd region of Tajikistan, stretching across the province’s narrow part from the border with Uzbekistan to the border with Kyrgyzstan and also with J.Rasulov, Devashtich and Mascho districts of Sughd region of the Republic of Tajikistan. The total area of the district is 355.7 km. The district is administratively divided into seven jamoats and total population is approximately 136,000. The people in general in the project area are farmers, livestock owners and engage in wage laborers. Majority of the population live in poor socioeconomic situation. Focus groups and public consultations conducted in districts of Sughd region (Spitamen, Gafurov and Kanibadam) reveal a number of key issues and challenges face by people in their socioeconomic advancement and livelihood activities. access to the market as inadequate road quality and transport. Women are engaged on equal terms with men in marketing an assortment of cash crops in the market. Most respondents combine their main work with trading a variety of cash crops. The availability of transport will help expand opportunities for generating income, increase productivity, promote gender equality and improve the quality of life. Some of the key problems face by people in the project area as reveal form focus groups and public consultations are a) lack of access to public transport, for marketing of agriculture products; b) lack of access to expand income-generating opportunities due to connectivity to city and service centers c) poor quality of roads and transport also is the main barrier to access medical (public health) and educational institutions. The people and stakeholders in the project area believe that improved infrastructure including better roads and access to reliable public transport could make a difference in their poor socioeconomic conditions.

D. 2. Borrower’s Institutional Capacity

The project is the second in a series of projects on improving Tajikistan’s regional connectivity and unlocking economic opportunities – the on-going project is the CARs-2 Project (P145634). There is a Project Implementation Group (PIG) within the Ministry of Transport (MOT) in place with capacity and a successful track record in managing Environment and Social Risks. MOT PIG also manages the transportation work under the Strengthening Critical Infrastructure against Natural Hazards (P158298), thus the MOT is equipped to address environment and social risks in a manner that meets World Bank expectations. For the on-going CARs-2 project, a Resettlement Policy Frameworks (RPF) and RAPs for selected sub-projects were prepared and have been successfully implemented. The safeguards rating in the latest ISR for the project was satisfactory.

Since CARS-4 is the first project managed by MOT PIG to be prepared under the ESF, additional capacity building programs, particularly in the field of labor management procedures and management of broad social risks beyond land acquisition and resettlement, would improve their ability. During preparation, the Bank team has already
conducted two capacity building exercises for MOT PIG on ESF application that included labor management, occupational health and safety, gender based violence (GBV), and the Environmental Social Incident Reporting Tool (ESIRT). Another, more detailed session is planned for project launch.

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

A. Environmental and Social Risk Classification (ESRC)

<table>
<thead>
<tr>
<th>Environmental Risk Rating</th>
<th>Substantial</th>
</tr>
</thead>
</table>

Environmental Risk Rating

The Environmental Risk Rating is Substantial. Under Component 1, the three main works undertaken each have their own specific environmental issues risks: (i) the tunnels/galleries and small bridges around Barsem in GBAO are being repaired due to earlier landslides and subsequent flooding in a remote mountainous region with a potentially fragile ecosystem; (ii) the Khorog bridge towards Murgab and Ishkashim in GBAO is substantial bridge over a fast moving mountain river in relatively dense urban setting; and (iii) the rehabilitation of Spitamen/Bekobad - Dehmoi-Gafurov road section in Sughd is a standard road rehabilitation project in the Ferghana valley with no major anticipated environmental issues. Activities (i) and (ii) have substantial risks while activity (iii) has a moderate risk. In addition, Components 2 and 3 include smaller-scale works that are expected to be moderate risk related to road safety, including WIM installation Component 2), and improving border crossings for goods and people (Component 3). In addition to standard construction and rehabilitation risks, the work at the border crossings may involve pest management for storage and transit facilities, particularly those related to agricultural goods.

The overall risks and potential adverse impacts of civil works supported by the project are predictable and site-specific, limited in duration (construction phase) and can be mitigated with the application of proper assessment, planning, and modern construction practices. The physical works to be undertaken are of medium scale and take place on or around existing roads, though two of the three activities are in the remote and mountainous region of GBAO. These risks may include risks of landslide due to construction in mountainous areas; increased pollution due to improper care, handling and storage of construction material and waste; generation of excessive noise and dust levels from trucks and other construction machinery; soil disturbance during earth works; tree-cutting and loss of vegetation along roadsides; health and safety impacts caused by construction impediments on traffic safety situation (both for vehicles and pedestrians) due to narrowing of the roads and pavements; temporary impact on cross drainage; and, possibly, water/soils quality impacts in case of construction pollution. The following Environment and Social Standards (ESSes) are relevant to CARS-4: ESS 1, ESS 2, ESS 3, ESS 4, ESS 5, ESS 6, ESS 8, and ESS 10.

The borrower has prepared: 1) an Environment and Social Impact Assessment/Environment and Social Management Plan (ESIA/ESMP) for the rehabilitation of Spitamen/Bekobad - Dehmoi-Gafurov road section; 2) an Environment and Social Management Framework (ESMF) for the remainder of activities under the project including the two major works planned in GBAO, the road safety activities, and the work at cross-border facilities; 3) a Resettlement Policy Framework (RPF) for the entire project; 4) Labor Management Procedures (LMP) for the entire project; and 5) a Stakeholder Engagement Plan (SEP). The social screening for the rehabilitation of Spitamen/Bekobad - Dehmoi-Gafurov road section found no additional land requirements or physical and economic displacement and hence a RAP is not required. Site specific ESIA/ESMPs acceptable to the World Bank will be prepared, consulted on, and disclosed for each of the planned works in GBAO prior to the finalization of the bidding documents so that the ESMP can be included.
Social Risk Rating

Social risk is rated as Substantial - Social risks and impacts can be categorized into 'contextual' and 'project specific'. Some of the contextual risks are associated with country's' FCV status due to potential risks related to vulnerable and disadvantaged groups, as project areas are intrinsically diverse regions with vulnerable villages along borders and absence of sustainable income sources. The implementation of the project in GBAO region may face challenges because there are pockets of poverty and marginalization also lack of unemployment among youth who are critical about poor state services, and prone to extremism. Also the project areas are characterized by: (i) inter regional and international/ cross border risks; (ii) economic risks – high rate of unemployment in particular among youth and significant dependency of household income on remittances which is vulnerable to external economic conditions and fluctuations; and (ii) social risks – security risks to contractors and laborers as well as migrant laborers. Although some of these contextual social risks cannot be addressed fully by the project interventions, the SEP outlines the need of inclusive and participatory project implementation in this region and LMP including safety and security measures for migrant labor force that may be employed for civil works.

Even though land acquisition and resettlement related risks are not so significant, the project could require ‘lands’ for minor construction and rehabilitation works and hence carry resettlement related risks as well. All the social risks and impacts are identifiable and could be mitigated. The client has experience in managing social risks as implementing agency successfully completed previous CARs-2 project and additional capacity building support will be provided for ESF related tasks.

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

B.1. General Assessment

ESS1 Assessment and Management of Environmental and Social Risks and Impacts

Overview of the relevance of the Standard for the Project:

The environment and social risks are both rated as substantial. Two categories of risks are recognized: one, as related to the impacts of the project activities; and the other, contextual. The former relates to: civil works related environmental disturbances, and land acquisition and resettlement. The latter, contextual risks, at times, could have a bearing on security to contractors and laborers and community safety. All the risks are identifiable and manageable. ESS 1, ESS 2, ESS 3, ESS 4, ESS 5, ESS 6, ESS 8, and ESS 10 are all relevant.

Towards addressing these, the client has prepared the following draft instruments: (i) Environment and Social Impact Assessments/Environment and Social Management Plans (ESIAs/ESMPs) for the sections of road rehabilitation that are already known in the Sughd Oblast; (ii) Environmental and Social Management Framework (ESMF) for the remainder of activities under the project including the two major works planned in GBAO, the road safety component, and the fiber-optic component (iii) Stakeholder Engagement Plan (SEP); (iv) Resettlement Policy Framework (RPF); and (v) Labor Management Procedures (LMP). Prior to the appraisal, draft instruments, acceptable to the Bank, will be consulted on and disclosed.

Component 1 is the major infrastructure component of the project with activities in both Sughd Oblast and GBAO. In Sughd, the project will finance the rehabilitation of a 50.5 km long, Category II and III roads in four sections, facilitating better connectivity within the Ferghana Valley. For this work, a draft Environmental and Social Impact Assessment/Environmental and Social Management Plan (ESIA/ESMP), based on technical designs has been
prepared. Since no additional land or resettlement impacts under this road sections, RAP is not prepared. The potential environmental and social impacts have been assessed and the report reveals that the road rehabilitation will have both positive (temporary employment, clarity, improved transportation, road safety, cross-border marketing etc.) and negative, though easily mitigable, effects (dust, noise, traffic congestion, temporary interruptions on small sellers, pollution, loss of time, more difficult to get home, etc.). The proposed road designs were prepared on the principle of avoid, minimize and mitigate social impacts, and may consist of (i) reconstruction with removal of asphalt and placing of new bound and unbound pavement layers along existing alignment, and (ii) new pavement construction along the alignment. Assessments/screening conducted based on the information available indicate that there are no 'associated facilities' that linked to investments proposed under the project.

Environmental risks are focused around the impacts associated with road construction and rehabilitation projects, and rehabilitation of existing facilities such as: (i) air pollution and noise from trucks and other construction machinery, and asphalt plants, (ii) soil disturbance during earth-moving and material (gravel/sand/soil) extraction, (iii) tree-cutting and loss of vegetation, (iv) generation and disposal of construction and household solid waste, and (v) construction camp management. In addition, some risks associated with landslides are also not ruled-out. Hence, project preparation tasks may include disaster management Plans as a part of ESIAs/ESMF, if necessary. The risk level is substantial due to the remote mountainous areas of many of the potential roads to be rehabilitated. Towards managing these, during preparation, the client has prepared and disclosed an ESIAs/ESMP for known the road sections to be rehabilitated in Sughd and an ESMF to ensure that it covers all applicable Standards under the ESF. The ESMF provides details as to the development of site-specific ESIAs/ESMPs in conjunction with the selection and design of the two major works planned in GBAO as well as for potential smaller-scale works under Components 2 and 3. The ESIA/ESMP for the Sughd region work and the overall ESMF include mitigation measures to carry out by the contractors including contractor ESMPs, traffic management plans, alternate access roads, and potential employment opportunities for local people in construction activities to reduce social tensions and improve local ownership to the project.

Component 2 is particularly important since, when compared to countries at a similar level of development, road accident fatalities and injuries in Tajikistan are very high. The WHO estimates that in 2016 the cost of road accident deaths and injuries in Tajikistan was equivalent to 6.0 percent of GDP. The project will directly support improvements in road safety.

Social risks relate chiefly to resettlement and labor management. Since detailed technical designs are yet to be completed for majority of investments , currently, details about the requirement of lands are not known. As a result, it is not possible to identify the persons likely to be affected and the impacts thereof. Hence a resettlement policy framework (RPF), has been prepared which outlines policies and procedures including entitlements and compensation options for potentially affected parties which need to be expanded in resettlement action plans (RAP) during implementation. Further, risks related to labor management — labor influx, camps, security, ESHS, relationship with local communities, GBV/ SEA- are also identified. The client has prepared , apart from RPF, the following plans: stakeholder engagement plan, labor management procedure, and community health and safety plan. The SEP was also prepared giving an emphasis to disadvantaged and marginalized groups in the project area, especially mountainous regions. This will be further assessed in preparing the ESIA/ESMPs and specific provisions will be made to include such disadvantaged groups in the stakeholder consultation process in the SEP. ESIA/ESMF also include necessary provisions to identify particular disadvantaged groups as precautionary measures. Identified vulnerable
groups are described under ESS 5. The project SH/SEA risk is assessed as low and measures included in ESS 2 and ESS 4.

ESS10 Stakeholder Engagement and Information Disclosure

Direct stakeholders include the Ministry of Transport, Customs Service, Oblast Governments, District administrations, local communities, and project affected people (PAP), both along the trade and travel routes and those who will benefit from the road improvement. Indirect and other interested parties include communities who are living adjacent to road sections, rural market operators, commuters and transporters of goods and services, CSOs and women and youth who are looking for jobs and employments. As a part of project preparation, PIG and MOT conducted stakeholder consultations with communities and stakeholders including women and vulnerable groups.

The Client has prepared and disclosed a Stakeholder Engagement Plan (SEP) that identifies stakeholders and other interested parties; assesses potential impediments to the effective participation of stakeholders in consultative processes; and outlines an extensive and iterative engagement with stakeholders throughout the life of the project. The SEP enables the project to elaborate with different stakeholders and provide an approach towards reaching each of the subgroups. A SEP has been prepared by the client and disclosed publicly, it will be updated, as necessary, during project implementation. The client will also develop and put in place an enhanced Grievance Redress Mechanism (GRM) based on the experience under the CARs-2 Project. The GRM will ensure that all stakeholders including the affected persons, the public and interested parties have access to GRM and inclusion of a feedback resolution process per ESS 10 requirements. The team also explore the possibility to include into the project under the borrower’s capacity building training on GRM which is planned under the ESF.

Due to the public emergency situation under COVID 19 pandemic, the project may rely on virtual means for continuous stakeholder engagement process and will follow the Bank and WHO guidelines in carrying out virtual consultations and engagement with stakeholders.

B.2. Specific Risks and Impacts

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

ESS2 Labor and Working Conditions

The project will employ Direct Workers (PIG & MOT employees from different departments), Contracted workers (consultants, contractor staff). Project estimates to employ up to 190 workers at a single construction site, with total around 980 people. No community workers are engaged. However project may depend on Primary Suppliers for the construction material supply. The LMP prepared for the project outlines the laws and regulations including worker health and safety measures for the local and migrant workers. The primary suppliers will be subjected to thorough screening during the bidding process to ensure that there will be no child or forced labor involved.

Once the detailed sub-projects are prepared, the team will identify categories of labor requirements and contractor will prepare their own Contractor’s LMPs based on the project LMP for each sub-project. The CARs-2 project experience shows that labor influx is limited for infrastructure/civil works and only for few specific skilled jobs. The labor camps will be small in size and largely from villages/communities in the sub-project locations (Isfara camp established under CARs-2 Project in Sughd may be used). The risk related to labor influx is expected to be limited.
which may not have more than 100 workers at any given point of time. Experience of CARs-2 project was assessed and contributed to the preparation of the Labor Management Procedures (LMP).

The LMP, ESMF, and site specific ESIAs/ESMPs include sections on Environmental Health and Safety (EHS) that are compliant with the World Bank Group EHS Guidelines. Bidding Documents prepared for the project will include the site specific ESMPs as well as Health, Safety and Environmental (HSE) plans. A Worker Health and Safety Plan will also be developed to cover site-specific job hazards, provision of preventive and protective measures for all hazards; information about safe working methods; and road and traffic safety measures. The plan will also include procedures on incident investigation and reporting, recording and reporting of non-conformance, emergency preparedness and response procedures and continuous training and awareness to workers. Project’s interface with the local communities will be continuous and in accordance with the CHS Plan. GBV risk is assessed and rated as ‘low’ There is also no historical evidence of forced and child labor. Although country has a history of use of child and forced labor in cotton and other industries, the project will not allow any contractors or material suppliers to use of child or forced labor in project related work. Such risks will be addressed through measures such as age verification of labor use for civil works.

Civil works contracts will incorporate environment and social mitigation measures (ESMP; ESHS guidelines; SEP, LMP, RPF etc.). All civil works contracts will include industry standard Codes of Conduct that include measures to prevent GBV/SEA, including GBV good practice note and workplace discrimination. A locally based GRM specifically for direct and contracted workers also will be provided.

Given the public health emergency situation prevailing in the country, LMP includes measures to minimize the risk of COVID-19 transmission at workplace and workers camps including robust documentation and reporting system as per the ESIRT.

ESS3 Resource Efficiency and Pollution Prevention and Management

The ESMF and site-specific ESIAs/ESMPs include sections on resource efficiency, pollution prevention and management, and potential pest management issues for facilities at border crossings. Assessment of risks and impacts and proposed mitigation measures related to relevant requirements of ESS 3, including raw materials, water use, air pollution, hazardous materials, and related construction waste are included within scope of the ESMF and site specific ESIA/ESMPs as relevant.

ESS4 Community Health and Safety

Construction of roads are associated with dusts / noises, soil disturbances, temporary blockades, traffic management, waste disposal, and labor influx and associated disturbance to local communities and labor camps management. Addressing these issues requires a detailed mapping of the communities likely to be affected and an assessment of the impacts thereof. The ESMF and SEP identify stakeholders and the likely impacts. In particular, the client will identify, evaluate, and put into place (or require the contractors to put into place) mechanisms to manage potential road safety risks and risks to workers, nearby communities and other road users. The ESMF and site specific ESIAs/ESMPs assess the potential scale and risk due to natural hazards associated with earthquakes, landslides, avalanches, and flash-floods as well as labor influx on safety of local communities and their effect on the availability
of basic needs and services. Further, as appropriate, a community health and safety plan was also prepared (as a part of the ESMF) to address the following impacts/risks: (i) traffic safety and management, both during construction and on-going road operation; (ii) health of humans and livestock; (iii) HIV/AIDS; (iv) GBV/SEA; and (v) safe keeping, of persons and communities within and outside the project site, as a result of the deployment of security personnel. Although none are expected, the ESMF and site specific ESIA/ESMPs include assessments to identify any potential issues that might resulted in deployment of security personnel. The design of infrastructure (roads/ bridges/ tunnels/ gallery works) to be undertaken by the Project will adopt the concept of universal access including users with disabilities, the elderly, and children. Additionally, Component 2 is included in order to improve road safety throughout the country.

The Contractors will be required to appoint designated community liaison persons who will keep local communities informed of construction schedule, expected impact and other issues of interest for them, and receive grievances or feedback from them. The community health and safety plan also includes procedures on incident investigation and reporting, recording and reporting of non-conformance, emergency preparedness and response procedures and continuous training and awareness to workers. Project’s interface with the local communities will be continuous and in accordance with the community health and safety plan.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

The Project aims at increasing regional connectivity and providing access to markets economic opportunities to the largely rural communities through the rehabilitation, within the existing right-of-way of 50.5 kilometers of category II-III road sections in Sughd Oblast (Spitamen, Garufov, Kanibadam districts); the construction of a new bridge in Khorog (about 300 meters) towards Murgab and Ishkashim and related short road sections in Khorog; the construction of tunnels/ galleries and small bridges around Barsem village in Shughnan (GBAO); and the other works including road safety improvements and border crossing facilities. Expansion, beyond existing rights-of-way are only expected for the bridge in Khorog, though minimal land acquisition is expected. The road sections in Sughd Oblast (Spitamen, Garufov, Kanibadam districts) do not require additional lands and rehabilitation works will confine to existing ROW. Hence, site-specific RAP is not prepared for this intervention and minor non-land issues are being addressed in the ESIA/ESMP. In case, additional land require for all other works financed by the project, RAP(s) will be prepared in accordance with the RPF.

Component 2 and 3 meant to align process and standards of cross-border movement of goods and people and road safety measures. The component activities will involve some small scale infrastructure installment, like weigh-in-motion systems, road asset management system, traffic counters, other facilities/ equipment as well as IT systems and Technical Assistance. Most of these installations/improvements are expected to be within the existing facilities and within road boundaries.

In respect of three components’ activities, the extent of land acquisition and the impacts thereof (on local people / communities) are likely to be quite moderate as there are no large scale investments. However, at this stage, details of the same are not known. Nature and extent of impacts as well as number of people/ households likely to be affected would become known as the detailed surveys are done and designs firmed up. Hence, given this situation, a
Resettlement Policy Framework (RPF) was prepared and disclosed during project preparation. The RPF establishes how site specific Resettlement Action Plans (RAPs) will be prepared, disclosed, and implemented. It will be stipulated that all sub-projects requiring RAPs will ensure that the RAPs are fully implemented prior to commencement of works.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources
The final ESMF will provide details about the biodiversity and living natural resource issues in the Sughd and GBAO regions, particularly in the vicinity of the planned project interventions. There are no major issues or critical habitats/protected areas identified in relation to the planned works in Sughd. The site specific ESIA/ESMPs to be prepared in compliance with the ESMF for the works in GBAO as well as other minor works under the project will specifically include details on nearby protected areas, critical habitats, presence of endangered species, etc.

ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities
Based on the screening against ESS 7, this ESS is not considered relevant to the project.

ESS8 Cultural Heritage
Tajikistan is home to two UNESCO World Heritage Sites (the Tajik National Park in the Pamir Mountains and the old settlement of Sarazm) as well as nine candidate sites; therefore, it is possible that transportation projects might interact with Tajikistan’s unique cultural heritage. Although construction works are not expected to have direct physical impact on any heritage monuments, indirect impacts from the movement of construction machinery, presence of work force, etc. as well as permanent impact on the visual/aesthetic view of any sites on or near the affected roads are always possible. The ESMF and site-specific ESIA/ESMPs include a section on protection of Cultural Heritage, both tangible and intangible, as well as proper "chance find" procedures.

ESS9 Financial Intermediaries
This standard is not currently relevant as no financial intermediaries are party to the project implementation modality.

C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways

OP 7.60 Projects in Disputed Areas

III. BORROWER’S ENVIRONMENTAL AND SOCIAL COMMITMENT PLAN (ESCP)

<table>
<thead>
<tr>
<th>DELIVERABLES against MEASURES AND ACTIONs IDENTIFIED</th>
<th>TIMELINE</th>
</tr>
</thead>
</table>

Jun 08, 2020
### ESS 1 Assessment and Management of Environmental and Social Risks and Impacts

**ORGANIZATIONAL STRUCTURE:**
Organizational structure: Maintain a Project Implementation Group (PIG) with qualified staff to support management of risks including social and environment specialists, and public relation/stakeholder engagement specialist responsible for ensuring full compliance with the ESF and relevant instruments.

Maintain the PIG throughout Project implementation.

<table>
<thead>
<tr>
<th>Task Description</th>
<th>Due Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Finalize the draft Environmental and Social Management Framework (ESMF) prepared for the Project.</td>
<td>06/2020</td>
</tr>
<tr>
<td>Finalize the initial Environmental and Social Impact Assessment/ Environment and Social Management Plan (ESIA/ESMP) prepared for the planned 50.5 km long road rehabilitation in Sughd Oblast.</td>
<td>06/2020</td>
</tr>
<tr>
<td>Finalize the design Environmental and Social Impact Assessment/ Environment and Social Management Plan (ESIA/ESMP) prepared for the planned 50.5 km long road rehabilitation in Sughd Oblast.</td>
<td>03/2021</td>
</tr>
<tr>
<td>Prepare site specific ESIA/ESMPs for (i) the construction of Khorog bridge, and (ii) tunnels/galleries and bridges around Barsem Village in GBAO in compliance with the ESMF.</td>
<td>03/2026</td>
</tr>
<tr>
<td>Prepare site specific ESIA/ESMPs for any works to be financed under Components 2 and 3. And ensure that all contractors comply with the ESHS specifications of their respective contracts.</td>
<td>03/2026</td>
</tr>
<tr>
<td>Incorporate the relevant aspects of the ESCP, including requirement to comply with ESMF, site specific ESIA/ESMPs and Labor Management Procedures, into the ESHS specifications of the procurement documents. Ensure that the requirement to produce Contractor’s ESMP, LMP’s GRM for Contractor’s personnel, and ESHS Code of Conduct are included into bidding documents for civil works contracts.</td>
<td>03/2026</td>
</tr>
</tbody>
</table>

### ESS 10 Stakeholder Engagement and Information Disclosure

Finalize the Stakeholder Engagement Plan (SEP) Prepared for the Project. | 06/2020  |
Implement SEP; report on the implementation of all activities in the SEP. | 03/2026  |
Establish and maintain a Project-level GRM. | 03/2026  |

### ESS 2 Labor and Working Conditions

Implement Labor Management Procedures prepared for the Project. | 03/2026  |
Establish procedures for screening of GBV risks. | 03/2026  |
Require Contractor to deliver training of Contracted Workers to raise awareness about their contractual rights and obligations. | 03/2026  |
Establish, maintain, and operate grievance mechanisms for direct workers and obligate contractors to provide GRM for their personnel.

Monitor processing of the received complaints.

Implement measures of protection for safety at jobs with increased risk of injury, as well as organization of training for workers in such jobs. Ensure all Contractors adopt and implement OHS measures as detailed in ESMF and ESIA/ESMPs.

<table>
<thead>
<tr>
<th>ESS 3 Resource Efficiency and Pollution Prevention and Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>Include measures to prevent pollution during construction and operation into Contractors’ ESMPs (including development of Waste Management Plan) following guiding principles of ESS 3, the ESMF, the ESIA/ESMPs, and the WBG ESH Guidelines.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ESS 4 Community Health and Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td>Measures to protect community health and safety during construction (including development and implementation of Traffic Management Plan) are included into Contractors’ ESMPs following guiding ESS 4, the ESMF, and the site specific ESIA/ESMPs.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ESS 5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Finalize the draft Resettlement Policy Framework (RPF) prepared for the Project.</td>
</tr>
<tr>
<td>Prepare, consult with stakeholders, finalize, and implement Resettlement Action Plans, as necessary.</td>
</tr>
<tr>
<td>Establish and ensure functional GRM accessible to all affected parties and GRM Log is maintained.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ESS 6 Biodiversity Conservation and Sustainable Management of Living Natural Resources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensure that any biodiversity issues identified in the site specific ESIA/ESMPs are included in contractors ESMPs.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ESS 7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities</th>
</tr>
</thead>
<tbody>
<tr>
<td>ESS 8 Cultural Heritage</td>
</tr>
<tr>
<td>In accordance with the ESMF and site specific ESIA/ESMPs, Chance Finds Procedure is included into all civil works contracts and contractors are obligate to adhere.</td>
</tr>
</tbody>
</table>

B.3. Reliance on Borrower’s policy, legal and institutional framework, relevant to the Project risks and impacts
Is this project being prepared for use of Borrower Framework? No

Areas where “Use of Borrower Framework” is being considered:
Given the substantial environment and social risk of the project, Borrower's E&S Framework will not be used for the Project as a whole or for any of its parts.

IV. CONTACT POINTS

World Bank
Contact: Jung Oh Title: Senior Transport Specialist
Telephone No: 5788+7728 / 86-10-58617728 Email: joh2@worldbank.org

Contact: Paul Vallely Title: Program Leader
Telephone No: 5775+240 / 7-727-377-8240 Email: pvallely@worldbank.org

Borrower/Client/Recipient
Borrower: Ministry of Finance
Implementing Agency(ies)
Implementing Agency: Ministry of Transport
Implementing Agency: Customs Service

V. 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

VI. APPROVAL
Task Team Leader(s): Jung Oh, Paul Vallely
Practice Manager (ENR/Social) Javaid Afzal Cleared on 05-Jun-2020 at 09:35:32 EDT
Safeguards Advisor ESSA Nina Chee (SAESSA) Concurred on 08-Jun-2020 at 14:55:13 EDT