

Government of Nepal
Ministry of Physical Infrastructure and Transport
Department of Roads
Development Cooperation Implementation Division
Strategic Road Connectivity & Trade improvement project (SRCTIP)

Notice No. SRCTIP/02/076-77 (The Kathmandu Post National Daily)

Contract Identification Number: SRCTIP-DoR- KDP-CS-QCBS- 03

REQUEST FOR EXPRESSION OF INTEREST (REOI)

Date of first publication: **11 June, 2020**

Country:- Nepal

Name of project: Strategic Road Connectivity & Trade improvement project (SRCTIP)

Credit No.: 6673-NP

Assignment Title: Consultancy Service for Environment and Social Impact Assessment Study (ESIA) of the Kamala-Dhalkebar-Pathlaiya Section with associated Bridges of the Mahendra Highway

Reference No.: SRCTIP-DoR- KDP-CS-QCBS- 03

The Government of Nepal has applied for financing from the World Bank toward the cost of Strategic Road Connectivity & Trade improvement project (SRCTIP) and intends to apply part of the proceeds for consulting services.

The consulting services ("the Services") include **conducting Environment and Social Impact Assessment Study (ESIA), Resettlement Action Plan (RAP) and Indigenous Peoples Development Plan (IPDP) of the Kamala-Dhalkebar-Pathlaiya Section (130Km) with associated Bridges of the Mahendra Highway.** The Consultant shall prepare respective reports as per Terms of Reference (ToR). ToR is available in the website of the Department of Roads: www.dor.gov.np/notice. Anticipated date for commencement of the services is January 2021 and the tentative duration of the assignment is about 12 months.

The Department of Roads, Development Cooperation Implementation Division (DCID) now invites eligible International Consulting firms ("Consultants") to indicate their interest in providing the Services. Interested Consultants should provide information demonstrating that they have the required qualifications and relevant experience to perform the Services. The short-listing criteria are:

- Core business and years in business (minimum 5 years)
- General experience of the Consulting firm in detailed survey and design of civil engineering projects
- Relevant experience of the Consulting Firm with similarity in nature, size, complexity (detailed design of Road and bridge projects)
- Organizational capability of the firm for the assignment

The attention of interested Consultants is drawn to paragraphs 3.16 - 3.17 of the World Bank's Procurement Regulations for IPF Borrowers, dated July 2016, revised August 2018 ("Procurement Regulations") setting forth the World Bank's policy on conflict of interest.

A consultant will be selected in accordance with the Quality & Cost Based Selection (QCBS) method set out in the World Bank's Procurement Regulations.

Consultant may associate with other firms in the form of a joint venture or a sub-consultancy to enhance their qualifications. Consultant shall clearly state the form of association, if any, whether in the form of joint venture or sub consultancy in the Expression.

Interested Consultant may obtain further information about the service at the address below during office hour.

Expression of interest must be delivered in written form during office hours to the address below (in person, or by mail, or by e-mail) by **2nd July 2020**

Department of Roads

Development Cooperation Implementation Division

Strategic Road Connectivity & Trade improvement project (SRCTIP)

Jwagal, Lalitpur

Tel: +977-1-5541686: Fax: +977-1-5542532

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District Court remands main accused of Rupandehi mass murder to seven days in custody

CHANNASHYAM GAUTAM
BUTWAL, JUNE 10

Jhasendra Bahadur Sinjali, the man accused of murdering five people in Rupandehi on Monday night, has been remanded in police custody for seven days.

District Court, Rupandehi, on Wednesday ordered the police to keep Sinjali in custody and proceed with their investigation.

Meanwhile, an investigation team formed by No.5 State Police Office, Dang, has made public the details of the incident that happened at a cattle farm in Mahiiva village of Tiliottama Municipality Ward No. 10 on Monday night.

The team, led by SSP Rajkumar Baidawar, has concluded that Sinjali, 32, of Lekbeshi Municipality in Surkhet, is the main accused of the murders based on the findings at the crime scene and statements from Sinjali and people who knew him.

"The main accused has admitted to murdering the five victims in a fit of rage because he was accused of shrinking work at the farm," Baidawar said in a press meet on Wednesday.

The team had inquired with the locals, the farm operator and relatives of the deceased.

"So far, the investigation shows that there's only one individual involved in the crime," Baidawar said.

He added that the investigators have recovered a wooden plank and a shovel used by Sinjali as murder weapons, a bottle of liquor and three packets of rat poison from the crime scene.

Madhav Musahar, 40, and his wife Janaki, 37, both workers at the farm, and three teenagers Pokharaj Musahar, Karan Chaudhary and Ashish Chaudhary were killed in the incident.

The victims were bludgeoned to death with a shovel. Their bodies were found at the same spot.

Byasamun Tharu, the ward chairman, said that the bodies of the deceased were handed over to their families after conducting post mortem. "They were cremated in Mainwaha on Wednesday," said Tharu.

Two dead, two missing as tipper plunges into Karnali River in Kalikot

The vehicle was taking 39 recent returnees from India to a quarantine facility in Raskot Municipality.



The tipper plunged some 30 metres from the Karnali Corridor road into the Karnali River.

TULARAM PANDEY
KALIKOT, JUNE 10

Two people died and two are still missing after a tipper plunged into the Karnali River in Kalikot on Wednesday. The vehicle was taking 39 recent returnees from India to a quarantine facility in Raskot Municipality.

According to the District Police Office, the deceased and the missing are from Raskot Ward No. 2, and one of the missing is a two-year-old child.

Likewise, two critically injured passengers of the vehicle have been airlifted to Surkhet on an army chopper while five others who sustained minor injuries are receiving treatment at Kalikot District Hospital.

District Police Chief DSP Shyam Babu Oliya informed that the vehicle was taking 13 women and 26 men who had come to Nepal from Gujarat, Maharashtra and Uttarakhand of India to a quarantine facility in Lalighat. They were accompanied by the driver of the vehicle and two police personnel.

"The driver had an altercation with the passengers who were complaining of a lack of space in the vehicle," said Oliya. "The driver, in a fit of rage, exited the vehicle while the engine was running."

According to Oliya, the vehicle plunged some 30 metres down the

Karnali Corridor road into the Karnali River.

Police informed that the tipper driver Ranganath Dhamala of Raskot Ward No. 8, who was on the run following the incident, has been arrested in Sannigad.

Man Bahadur Bam, one of the passengers in the vehicle, said that the two police personnel and the driver in the overcrowded vehicle did not pay heed to the passengers' complaints, leading to the confrontation.

Another passenger Saraswati Bam said that the driver continued to drive on even after the passengers pleaded with the driver and the police personnel to let them exit the vehicle.

"We said we would rather walk to the quarantine facility since the vehicle was so crowded and our children were feeling suffocated," she said. "The driver applied the brakes but had kept the engine running when some passengers exited the vehicle and assaulted him. The driver got off the vehicle and that's when the vehicle started rolling towards the edge."

Dhanrup Kumal, whose wife is missing in the accident, said, "It's always the poor like us who have to suffer. We haven't eaten properly for four days and whatever little saving we had brought with us has all been swept away in the river. And now my wife is missing."

A Musahar woman is accused of practising witchcraft and beaten

>>> Continued from page 1

Others called on the state to put in place stern provisions against such activities and ensure strict punishment for violators.

"Activities like accusing someone of practising witchcraft, denying Dalits entry to temples, burning women alive for a dowry are products of a mad, anarchistic mentality," another user wrote on Twitter. "These are very wrong activities and the state should come up with stern laws to punish them."

Even before the assault on Manjudevi, she was already in dire straits. Manjudevi's family lives in a home constructed out of zinc sheets, mud and bamboo on aian land, land that has not been registered privately and belongs to the government. Fainaku, a daily wage worker, has been unable to find any work ever since the lockdown was put in place over 75 days ago.

On Sunday, after Manjudevi was given primary treatment, the couple went to the local police post to register a complaint but the officials asked them to come back with a complaint in writing. According to Manjudevi, the couple don't know how to write a complaint and comply with other police procedures. They also went to the ward chair, who asked them to go to the rural municipality chair.

On Tuesday, a village panchayat met in the ward office to resolve the issue.

A panchayat is a body composed of village elders who decide on many matters of dispute. Even though they hold no legal authority, their decisions are widely respected within their communities.

"The meeting concluded that the case should be confined within the community and should not be taken to the police," Manjudevi said. "I objected, saying that the perpetrators should be punished as I was accused of practising witchcraft. But the panchayat told me to negotiate and live in harmony."

The 2015 Witchcraft Act prohibits any accusations of witchcraft and stipulates a jail term for five to ten years and a fine of Rs 50,000. But accusations of witchcraft, almost always followed by acts of violence, continue across the country.

Often, these accusations follow financial disputes and are almost directed at marginalised members of the community by those with better socio-economic standing.

Even though both Bhutiyaidevi and Manjudevi are from the marginalised Musahar community, the former has a relatively better economic status as Bhutiyaidevi's husband and eldest son work in India.

On Wednesday Manjudevi went to the Kanchanpur Primary Hospital to receive more treatment.

"I didn't have any money, so I sold the wheat grains we had in store," she

told the Post over the phone from the hospital. "I will also submit a written complaint to the police."

Bhutiyaidevi herself admitted to beating Manjudevi, but not because she thought the latter was a witch. "I lost control in a sudden fit of anger," Bhutiyaidevi told the Post. "I will give her the money for treatment."

Police on Wednesday arrested Sandip, Bhutiyaidevi's son.

"He wasn't arrested for accusing someone of being a witch but rather for harassing and beating a woman," said Deputy Superintendent Naresh Singh of the Kanchanpur Area Police Office.

But this is not the first time that Manjudevi was beaten and accused of practising witchcraft. A similar incident took place in 2014 when her neighbours got together to beat her, she said. Back then too, she was ordered by the panchayat to negotiate with the perpetrators.

But this time, she is resolute in not complying.

"I have been accused and cursed of being a witch countless times," Manjudevi said. "I don't like this panchayat system that orders me to settle for medical treatment money in order to maintain social harmony. What kind of harmony is it for me to endure abuse from perpetrators time and again? Why do I have to always put up with this?"

Two arrested over Dalit killings in Rukum (West)

BHIM BAHADUR SINGH
JAJARKOT, JUNE 10

Police in Jajarkot have arrested two more people in relation to the killings of Dalit youths in Soti on Wednesday.

According to police, two people including Indra Bahadur Malla of Bheri Municipality in Jajarkot's district were arrested based on the call details obtained by police. Indra Bahadur is one of the relatives of the Malla family, accused of orchestrating the killings.

On May 23, locals from Soti in Chaurjahari Municipality, Rukum (West), allegedly attacked Nabaraj BK of Jajarkot and 18 of his friends accompanying him to the village to help him elope with his girlfriend. The bodies of Nabaraj and his friend Tikaram Sunar, both of them Dalits, were found on the banks of the Bheri River the next day.

The bodies of Ganesh

Budha, Lokendra Sunar and Sandip BK, who went missing after the incident, were recovered on May 25, whereas that of Govinda Shahi was recovered from Bheri river in Khodakhola, Jajarkot on June 2.

Police have not made public the identity of the second suspect, who was recently held on the basis of statements provided by other suspects caught earlier.

Indra Bahadur allegedly tipped locals of Soti regarding the young-

sters' arrival in the village on the day the incident took place and threatened the family members of Nabaraj BK, who had come to Soti to elope with his girlfriend, who belonged to an "upper caste".

Jajarkot Police Chief Kishor Kumar Shrestha said Indra Bahadur, the unnamed suspect and 18 others arrested earlier on different dates over the case have been remanded in custody at the Rukum (West) District Police Office.



Government of Nepal
Ministry of Water Supply
Department of Water Supply and Sewerage Management
Urban Water Supply and Sanitation (Sector) Project
PROJECT MANAGEMENT OFFICE
Panipokhari, Kathmandu

Amendment

(Date of publication: 11 June 2020)

As per notice of intent published on 10 June 2020 the contract number is "UWSSP/OCB-16/Deurali Hupsekot_Nawalpur" instead of "UWSSP/OCB-16/Khalanga_Darchula".

Project Director



Government of Nepal
Ministry of Urban Development
Department of Urban Development and Building Construction (DUDBC)
Regional Urban Development Project (RUDP)

Regional Project Implementation Unit (R-PIU)

Dhangadi, Nepal

Notice for Extension of Bid Validity and Bid Security Validity period

Date:	June 11, 2020
ADB Loan No. and Title:	3566-NP (COL), Regional Urban Development Project (RUDP)
Contract No. and Title:	1) RUDP/ICB/KL/06-DN/RD/03, Construction and Rehabilitation of Road, Drainage, Footpath and Road Furniture in Dhangadi Sub-Metropolitan City & 2) RUDP/ICB/KL/06-GD/RD/01, Construction and Rehabilitation of Road, Drainage, Footpath and Road Furniture in Godavari Municipality

This notice is published to all the concerned bidders who have participated, have passed in Technical Bid Evaluation Report (TBER) and have extended their bid as per the letter (4th extension) and notice dated 3rd April 2020 issued by Regional Project Implementation Unit (RPIU), Dhangadi Kailali for above mentioned contract number and title.

All the concerned bidders (Passed in TBER) are requested to extend their bid validity and bid security validity for additional 30 days i.e. till **26th July 2020** and **25th August 2020** respectively and submit their extension at the office by **24th June 2020**.

Project Manager



पाटन नगरपालिका

नगर कार्यपालिकाको कार्यालय

पाटन, बैतडी

सुदूरपश्चिम प्रदेश, नेपाल

सिलबन्दी बोलपत्र स्वीकृत गर्ने आशयको सूचना

सूचना प्रकाशित मिति : २०७७/०२/२८

यस कार्यालयबाट मिति २०७७/०१/२८ गते प्रथम पटक आह्वान गरेको Construction Of Shree Krishna Secondary School को सिलबन्दी बोलपत्र सूचनाअनुसार रीतपूर्वक दर्ता भई म्यादभित्र प्राप्त हुन आएका बोलपत्रहरू मध्ये उल्लेखित बोलपत्रदाताको बोलपत्र न्यूनतम मूल्यांकित सारभूत रूपमा प्रभावग्राही भएकोले स्वीकृतको लागि छनौट भएको हुँदा सार्वजनिक खरिद ऐन २०६३ को दफा २७ उपदफा २ र सोही ऐनको दफा ४७ को प्रयोजनार्थ सम्बन्धित बोलपत्रदाता तथा सबैको जानकारीका लागि यो सूचना प्रकाशित गरिएको छ ।

तपसिल :

बोलपत्र सूचना नं.	सामानको विवरण	छनौट भएको बोलपत्रदाताको नाम र ठेगाना	कबोल रकम रु. (मू.अ.कर बाहेक)
05/PMO/NCB/2076-077	Construction Of Shree Krishna Secondary School Ward No-06, Patan	सूर्या विल्डर्स पा.न.पा ०६, बैतडी	४,११०,०३८।४

प्रमुख प्रशासकीय अधिकृत



Government of Nepal
Ministry of Physical Infrastructure and Transport
Department of Roads
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The Department of Roads, Development Cooperation Implementation Division (DCID) now invites eligible International Consulting firms ("Consultants") to indicate their interest in providing the Services. Interested Consultants should provide information demonstrating that they have the required qualifications and relevant experience to perform the Services. The short-listing criteria are:

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Department of Roads

Development Cooperation Implementation Division
Strategic Road Connectivity & Trade Improvement Project (SRCTIP)
Jwagal, Lalitpur, Tel: +977-1-5541686; Fax: +977-1-5542532
Email: dorfc@dor.gov.np

**Terms of Reference
for the
Consulting works regarding Environmental and Social Impact Assessment (ESIA) of
Mahendra Highway (Kamala-Dhalkebar-Pathlaiya Section) to
meet the World Bank's
Environment and Social Framework
Under
Strategic Road Connectivity and Trade Improvement Project (SRCTIP)**

1. Background

Mahendra Highway (MH) (Dhalkebar-Pathlaiya section, 109 Kms) was constructed in 1974 AD with the grant assistance from then USSR. Kamala Dhalkebar section of same highway was constructed in 1970's with the grant assistance of Government of India. Both of these sections were upgraded to double lane standard in late 1990's under RMRP. The bridges at Kamala Dhalkebar section are of double lane standard while the bridges at Dhalkebar-Pathlaiya section are of Intermediate lane standard. The bridges of Dhalkebar-Pathlaiya section are now bottlenecks to the traffic. The passenger and freight traffic have been increasing as a result of trade enhancement. The recent regional trade agreements such as BIMSTEC, SAFTA, BBIN etc. for further enhancement of trade among the member countries, necessitates the standard of road needs to be upgraded to match with the Asian Highway Standards (Class I).

In order to enhance road capacity and efficiency in the road transport, Government of Nepal, Department of Roads (DoR) intends to upgrade the Kamala- Dhalkebar – Pathlaiya (KDP) section (130 Kms) of Mahendra Highway under the proposed project from 2-lane to 4-lane road under SRCTIP Project.

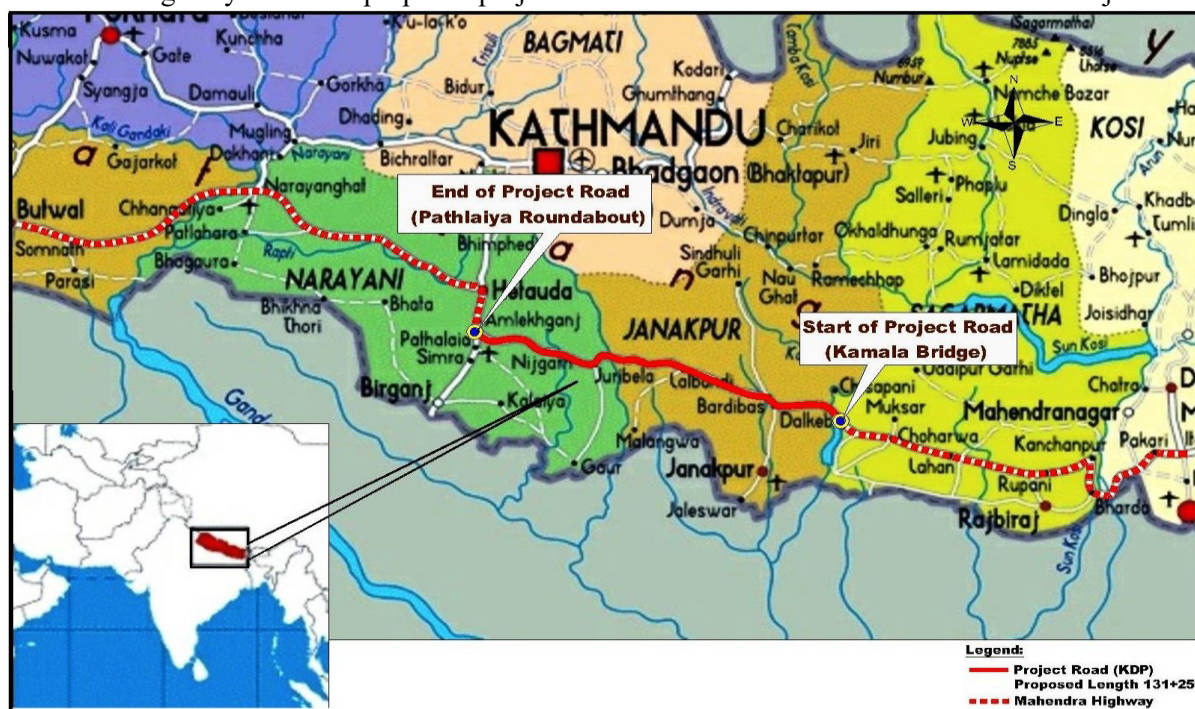


Figure 1:- Location Map of Kamala-Dhalkebar-Pathlaiya Section of Mahendra Highway

Government of Nepal (GoN), Ministry of Physical Infrastructure and Transport, Department of Roads (DoR) intends to apply a part of the proceeds (IDA credit no.....-NEP) to make payments under the contract for Consultancy Services. Consultancy service is intended to be procured under World Bank's (WB) Procurement Regulations for IPF Borrowers. The DoR intends to hire consulting services for conducting Environment and Social Impact Assessment Study (ESIA), Resettlement Action Plan (RAP) and Indigenous Peoples Development Plan (IPDP) of Kamala – Dhalkebar - Pathlaiya Section (130Km) of Mahendra Highway and associated bridges.

An upstream Environmental and Social Assessment (ESA) for Kakarbhitta – Pathalaiya section of the Mahendra Highway was conducted in 2017-2018 with support from the World Bank under the ongoing project, the Nepal – India Regional Trade and Transport Project (NIRTTP). The ESA was prepared under the old safeguard policies of the World Bank and is updated to meet ESF requirements prior to the appraisal of SRCTIP. The updated ESA will be used to prepare a site-specific ESIA and ESMP for the KDP during the detailed engineering phase.

In addition, Resettlement Action Plan (RAP) and Indigenous Peoples Development Plan (IPDP) will also need to be prepared following the Resettlement Framework (RF) and the Indigenous Peoples Policy Framework (IPPF) of the project and meeting the ESF requirements.

2. Objectives of the Assignment

The main objective of the consulting services (the Services) is to carryout Environmental and Social Impact Assessment (ESIA), including Biodiversity and Critical Habitats Assessment, Resettlement Action Plan (RAP) and Indigenous Peoples Development Plan (IPDP) of the KDP section of the Mahendra Highway, as shown in Table-1 below, based on the updated ESA for KP corridor and the RF and IPPF of the project:

Table 1: Objectives of the Assignment

S.N	Description	Length	Lane
1	Environment and Social Impact Assessment Study, Cumulative Impact Assessment and Biodiversity and Critical Habitats Assessment, preparation of RAP and IPDP of Kamala-Dhalkebar-Pathlaiya Section with associated Bridges of the Mahendra Highway.	130 Km Road Section including 76 Bridges	4

The main objectives of the consultancy services are to conduct:

- Environmental and Social Impact Assessment, including Cumulative Impact Assessment (CIA) and Biodiversity and Critical Habitats Assessment; Resettlement Planning and IP Development Planning of Kamala-Dhalkebar-Pathlaiya Section (130 Kms) and bridges for necessary upgradation works.
- Preparation of reports regarding Environment and Social Impact Assessment (ESIA), CIA, Biodiversity and Critical Habitats Assessment and Management Plan, Gender Based Violence Risk Mitigation Plan (GBV) in relation to Construction and Labor Influx, Resettlement Action Plan (RAP) and IPDP for approval by WB in accordance with World Bank's Environmental and Social Framework 2018 (ESF) as well as government regulations and policies.

3. Scope of Services

3.1 General Scope of Services

The consulting service will include but not necessarily be limited to the following:

- Conduct an Environmental and Social Impact Assessment (ESIA) and prepare an ESIA and Environment and Social Management Plan (ESMP) report in accordance with the World Bank Environmental and Social Framework (ESF) and Environmental and Social Standard (ESS) and based on the updated ESA for the KP corridor.¹ The ESIA will include a Cumulative Impact Assessment of the past, ongoing and planned development interventions in the KDP corridor following the IFC Good Practice Handbook on CIA;



¹ World Bank's ESF consists of 10 set of Environment and Social Standards (ESS1-ESS10) which set out the requirements that apply to borrowers

- ii. Prepare a stand-alone Biodiversity Assessment that includes a critical habitat assessment following the criteria in ESS6 and IFC PS6 threshold, a Biodiversity Management Plan following a mitigation hierarchy to meet the requirements of ESS6, including achieving no net loss of natural habitats and net gain of critical habitats that could be adversely impacted by the road works;
- iii. Prepare a Resettlement Action Plan in accordance with WB ESS5 and Resettlement Framework (RF) for the project;
- iv. Prepare an Indigenous Peoples Development Plan in accordance with WB ESS7 and in accordance with the Indigenous Peoples Policy Framework (IPPF) for the project;
- v. Conduct consultations and stakeholder engagement during the preparation of the ESIA, RAP, IPDP, etc. in accordance with WB ESS10 and the Stakeholder Engagement Plan for the project.
- vi. Coordinate/cooperate/collaborate with separate consultants doing the detailed design and preparation of bidding documents to ensure that mitigation measures in various plans are captured in the bidding documents and factored into and informed the detailed engineering design.

3.2 Specific Scope of Services

A. Conduct of ESIA and Preparation of the ESIA Report. The ESIA will make use of the updated ESA conducted for the Kakarbhitta – Pathalैया Road section of the Mahendra Highway, the land use studies done in the same section and the Preliminary Biodiversity Assessment for the KP Road corridor conducted by WWF-Nepal.

The ESIA will be undertaken in compliance with ESS1 requirements and other relevant ESSs, as follows:

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

The ESIA will be prepared to assess all risks and impacts related to relevant standards (ESS2, ESS3, ESS4, ESS5, ESS6, ESS7, ESS8), including stakeholder engagement and assessment and management of environmental and social risks and impacts of contractors. The ESIA will also identify and collect baseline data on disadvantaged and vulnerable groups in the project area and assess project impacts on them and propose management measures to address impacts.

A cumulative impact assessment will also be conducted as part of the ESIA, including assessment of the potential cumulative impacts of other past, current and future activities and development in the project area of influence and following the IFC Good Practice Hand Book on Cumulative Impact Assessment. The CIA will assess the key Valued Ecosystems Components (VECs) identified in the ESA for the KP Road Corridor and select the prioritized VECs for detailed evaluation in the CIA part of the ESIA.

The ESIA will make use of the World Bank's findings on institutional capacity assessment of the DoR in terms environment, social and health & safety staffing and capacity building. It will also make use of the separate gender assessment and gender-based violence studies being carried out by the World Bank for the KDP. The results of these studies will be integrated into the ESIA.

The ESIA will collect relevant baseline information on the physical, biological, chemical, socio-economic and cultural characteristic of the project area of influence of the KDP road. These include but not limited to topography, land uses, geology, terrestrial and aquatic flora and fauna and biodiversity, habitats (critical, natural, modified), air and water quality, socio-economic, livelihood and household data, identify and assess trends of vulnerability among vulnerable and disadvantaged groups, land acquisition and involuntary resettlement.

The ESIA will follow the indicative outline below and shall specifically address the requirements under the new ESF, as follows:

ESS2: Labor and Working Conditions

The ESIA will assess labor risks and working conditions on different types of project workers as per ESS2. The assessment will include risk from project activities and key labor risks such as hazardous work, child labor and forced labor, migrant or seasonal workers, discrimination against women, Gender Based Violence, assess potential for discrimination against vulnerable groups in terms of access to jobs and project-related opportunities, etc., labor influx, occupational health and safety, possible accidents and incidents on site, emergencies, among others.

The ESIA will identify project workers (direct workers², contracted workers³, primary supply workers⁴, community workers⁵) and develop measures consistent with the written Labor Management Procedures (LMP) developed for the project, which set out the way in which project workers will be managed, in accordance with the requirements of national law and this ESS. The procedures will address the way in which this ESS will apply to different categories of project workers including direct workers and the way in which the Borrower will require third parties to manage their workers. A standalone GRM for direct workers and contracted workers should be developed based on the LMP. This GRM is not the same as the Project wide GRM.

ESS3: Resource Efficiency and Pollution Prevention and Management

The ESIA needs to assess the risks and impacts related to ESS3, including identification on use of resource efficient technologies and techniques during construction and operation. In addition to that, calculation of greenhouse gas emissions from the construction and operation of the KDP road will be calculated. The assessment of construction material extraction will also be included in the assessment and potential construction material sources will be identified and assessed for E&S risks and impacts. In addition, the impact analysis and measures will need to ensure that key risks and impacts are addressed and managed.

ESS4: Community Health and Safety

Consistent with the requirements of the ESS4, the ESIA will assess the potential risks and impacts of the project in relation to traffic and road safety, community exposure to STIs/AIDs, and exposure to hazards that may be extended by excavations, pits, and trenches. to the analysis of these health and safety issues must take account of both project construction and operation activities within the main corridor and ancillary facilities such as borrow pits, quarry sites, tipping points/spoils disposal areas, and workers' camps. Landslides and slope collapse are common in Nepal. As such the Consultant – in consultation with Design Consultants – will assess the potential for these hazards at the critical sections of the road and recommend engineering measures for minimizing or eliminating such risks during construction and operation of the road. Where the construction activities open up wildlife inhabited areas, the ESIA will assess risks and propose measures to minimize wildlife-human conflicts. The ESMP resulting from the ESIA will include an Emergency Preparedness and Response Plan (ERP).

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

The ESIA needs to assess the risks and impacts related to land acquisition as well as physical and economic displacement. Based on the RF for the project, the assessment will address issues related to land acquisition for project purposes, estimated amount of land to be acquired, the numbers of PAPs that may be displaced, typologies of PAPs based on the extent of the displacement impacts, entitlements, livelihood restoration, financial assistance and skills training. An indicative list of resettlement benefits will be indicated in the ESMP and then detailed out in the RAP. ESS6: Biodiversity Conservation and Sustainable

²People employed or engaged directly by the Borrower to work specifically in relation to the project.

³People employed or engaged through third parties to perform work related to core functions of the project.

⁴ People employed or engaged by the Borrower's primary suppliers. Primary suppliers are those suppliers who, on an ongoing basis, provide directly to the project goods or materials essential for the core functions of the project.

⁵ People employed or engaged in providing community labor.



Management of Living Natural Resources

The ESIA will collect baseline information on biodiversity, including identification and assessment of any critical habitats, natural habitats and modified habitats in accordance with ESS6 within the project area of influence (50-m ROW, 300-m direct impact area and 2-km indirect impact area). It will identify any sensitive areas such as wildlife migration corridor/pathway, bat roosting areas, etc. within the project area of influence. The critical habitat assessment will follow the ESS6 criteria, IFC PS6 criteria and IFC PS6 thresholds and a detailed methodology for the assessment will be clearly spelled out and agreed with the World Bank before carrying out the actual assessment.

The ESIA should demonstrate the application of mitigation hierarchy (avoidance, reduction/minimization, mitigation, and compensation/offset) in terms of the final design and alignment options, among others, of the proposed road.

The ESIA should make clear that there is a protected area present along the project corridor, the presence of Critically Endangered, Endangered, Vulnerable and Threatened Species, natural and critical habitats for which the project needs to demonstrate that the project is not causing net loss to natural habitats and is achieving net gain for critical habitats that could be adversely affected by the project. The requirements of ESS6 for natural habitats and critical habitats will need to be assessed and met, including analysis of various alternatives and measures to achieve no net loss on natural habitats and net gain on critical habitats.

A detailed and stand-alone Biodiversity Management Plan (BMP) applying the mitigation hierarchy will accompany the ESMP. The BMP will include specific measures and monitoring parameters for critically endangered, endangered, vulnerable and threatened species and other species and ecosystems that will be affected by the project to achieve no net loss of natural habitats and achieve net gain of critical habitats. If offset is required based on the assessment and application of mitigation hierarchy, this will be included in the BMP as a last resort.

The assessment and management plan, including specific measures for wildlife, will apply the updated 2019 version of the ADB Guidelines on Design of Roads in Biodiversity Rich Areas of Asia and the draft Nepal Guidelines for Construction of Wildlife Friendly Linear Infrastructure and other Good International Industry Practices.

ESS7: Indigenous Peoples

Based on the ESA and paragraph 8 of ESS7, the ESIA should identify the presence of indigenous people (IPs) with the project's Direct Area of Influence; collect baseline information on such populations; assess potential project impacts on such them; and provide recommendations for mitigating impacts and extending project benefits to such IPs. Analysis of risks & impacts needed with specific reference, as a mitigation measure, to the Indigenous Peoples Development Plan. The ESIA should assess the requirements of FPIC and propose procedures and process to be followed to obtain FPIC, if required. IPDP is required to meet the requirements of the new WB ESF and the IPPF for the project.

ESS8: Cultural Heritage

The cultural heritage baseline survey will be part of the ESIA and project impacts on CH will also be covered by the ESIA. Accordingly, the ESMP will apply the mitigation hierarchy to manage impacts on CH. In addition, chance find procedures will also be included in the ESMP for inclusion in the bidding documents and contractors' contract.

ESS10: Stakeholder Engagement and Information Disclosure

A Stakeholder Engagement Plan (SEP) developed for the overall project will be used to map out stakeholders and engage them all throughout the life of the project. The objectives of the Stakeholder Engagement Plan (SEP) is to establish a systematic approach to stakeholder engagement that will help the implementing entity identify key stakeholders – project affected parties and other interested parties—and build and maintain constructive relationships with them, in particular the project-affected parties. The SEP



will assess the level of stakeholder interest and support for the project, enable stakeholder views to be taken into account in project design, and environmental and social performance, promote and provide means for inclusive engagement throughout the project life-cycle, ensure that appropriate project information is disclosed to stakeholders in a timely, understandable, accessible, and appropriate manner and format, provide citizens with accessible and Gender Equality and Social Inclusion (GESI) inclusive means to raise issues and grievances and enable the project implementing entity to respond to and manage such grievances.

3.3 Indicative Outline of the ESIA and Brief Descriptions

Executive Summary

This should stand alone and concisely provide a good summary of the project, the policy and regulatory frameworks, summary of consultations with key stakeholders, summary key baseline information relevant to analysis of key impacts, summary of cumulative and key and site-specific impacts, summary of key measures to address site-specific impacts, implementation arrangements for the ESMP including gender and GBV action plan with estimated budget. The ES should be accompanied by a good and readable map showing the main corridor and the two new alignments and locations of ancillary facilities.

Chapter 1: Project Description

This should clearly but concisely describe the project (e.g., how long and wide is the proposed project, how many bridges will be constructed and how long, how long are the slope protection works and what types, what are the ancillary facilities and where, existing right of way (RoW), etc.

Chapter 2: Legal and Institutional Framework

This will be the Policy and Regulatory Framework, which should include relevant national laws and regulations, the new ESF and 10 ES Standards of Bank, World Bank Group EHS Guidelines and Industry Sector Guidelines for Roads and Construction Material Extraction and relevant international treaties and protocols. It should also include relevant laws, regulations and institutions on labor & working conditions and health & safety, and also include assessment of the laws, regulations and institutions from gender lens.

Chapter 3: ESIA Approach and Methodology

The chapter will provide a summary of the main approach and methodology used in the baseline data collection and assessment.

Chapter 4: Baseline Environmental and Social Conditions/Baseline Data

The baseline physical, biological, chemical, socio-economic, cultural information, public utilities including disadvantaged and vulnerable groups and gender development and GBV issues, will be presented in this Chapter with labor working condition differently. This chapter will also present any sensitive areas (e.g., critical habitats, natural habitats, wildlife corridor, cultural heritage, etc.) found along the corridor and the results of the critical habitat assessment, including list of critically endangered, endangered, threatened, vulnerable, etc. species.

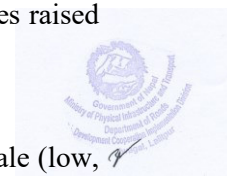
Chapter 5: Stakeholder Engagement and Public Consultations (Identification and Mapping)

It should summarize the consultation processes, dates of consultations, who were consulted, issues raised and how issues are and will be addressed by the project.

Chapter 6: Environmental and Social Risks and Impacts

This Chapter should present the key Risks and Impacts of the project assessed in terms of their scale (low, moderate, substantial, high) and rationale/justifications.

Cumulative impact assessment will also be presented as part of this Chapter.



Chapter 7: Environmental and Social Management Plan

This will be the ESMP, which should demonstrate the mitigation hierarchy and cover both generic construction measures for noise, dust, pollution, etc. and site-specific measures for sensitive receptors, monitoring & audit, including grievance redress.

Site-specific measures should be reflected in the detailed engineering design, including technical specifications (e.g., what types of slope protection and stabilization measures? What type of Wildlife crossings, dimensions and which section/chainage of the corridor, fencing, etc.)

There is a need to provide technical specifications for site-specific measures such as wildlife crossings, slope stabilization and protection measures, livestock crossings, etc. as mentioned in previous comments.

Chapter 8: Analysis of Alternatives

This will be the Analysis of Alternatives, which would include routing/corridor options, construction techniques to manage traffic flow, without project scenario, etc.

The Analysis of Alternatives will also need to show that widening of the existing road will not have significant adverse impacts on critical habitats and those ecologically-important species and that there is no net loss on biodiversity as a result of the project.

Chapter 9: Institutional Arrangements

This will be the Implementation Arrangements for the ESMP, which will include safeguard capacity assessment and staffing of the project owner/DOR, CSC and contractors based on the assessment conducted by the World Bank.

3.4 Descriptions of the Mahendra Highway, KDP Section and Bridges

The Kamala-Dhalkebar-Pathlaiya (KDP) section covers several districts Dhanusha, Mahottari, Sarlahi, Rautahat and Bara with major settlements at Dhalkebar, Bardibas, Lalbandi, Nawalpur, Hariwan, Karmaiya, Bagmati, Chandranigahapur, Nijgadh and Pathlaiya. The major river covers Kamala, Ratu, Bagmati and Lal Bakaiya.

The major forest species are Sal (*Shorea robusta*), Asna (*Terminalia alata*), Khair (*Acacia catechu*) and Sisso (*Dalbergia sissoo*). Tropical climate is most dominant along the periphery of the alignment. Besides that many holy places are at the peripheral areas of the proposed section.

The project area includes sections of important habitat for important wildlife species as well as geologically and hydrologically vulnerable zones and areas under human pressures. The good Sal forest is found in between the Nijgadh and Pathlaiya section. The major rivers generated are from Mahabharat and Chure range.

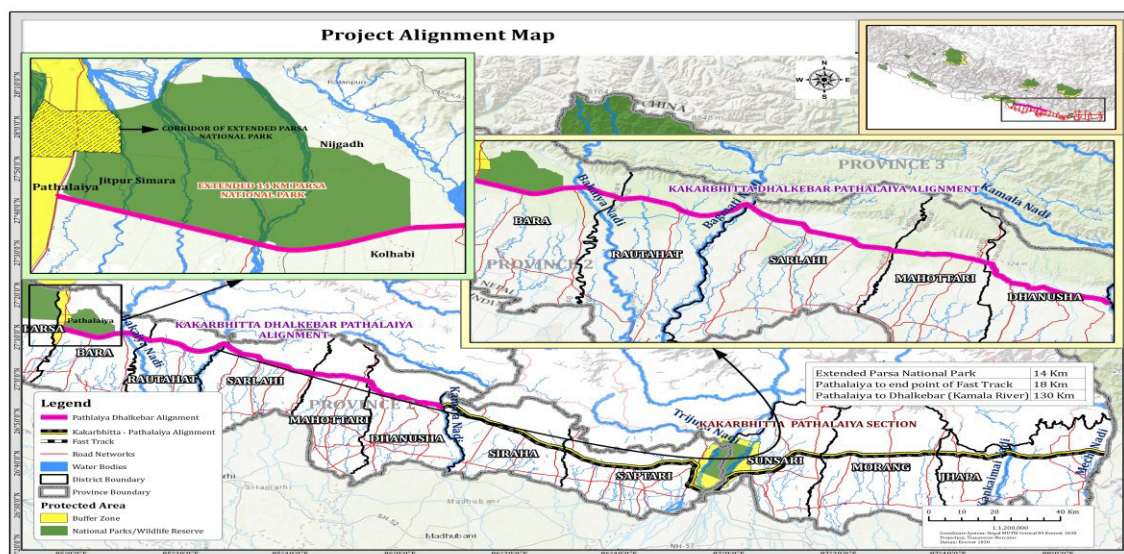


Figure 2: Project Alignment Map of Kamala-Dhalkebar-Pathlaiya Road

There are 76 major bridges on the Mahendra Highway (Pathlaiya -Kamala Section). Details are provided below in the Table 2. The existing 64 out of 76 Bridges have a minimum 5.5 m carriage width and the other 8 bridges have a carriageway width of 7 m and remaining 4 bridges have varying carriageway widths of 6.8 m, 7.5m, 8 m etc.

Table 2: List of Bridges at Mahendra Highway (Kamala-Dhalkebar-Pathlaiya Section)

S.No.	Bridge/ River Name	District	MRM Chainage, Km	Length of Bridge (m)	Carriageway Width (m)	Span No	Bridges under 50 m	Remarks
1	Kamala	Siraha	237.32	640	7	24		
2	Kamala Canal	Siraha	238.40	70.4	7	5		
3	Chamnath	Dhanusha	241.645	322	7	15		
4	Baluwa	Dhanusha	245.39	111	7	7		
5	Jagadav Branch	Dhanusha	251.1	26.6	7	1	Yes	
6	Jagadav	Dhanusha	251.39	96	7	4		
7	Jalad	Dhanusha	252.96	266	7	10		
8	Aurahi	Dhanusha	255.061	329	7	12		
9	Basai	Dhanusha	256.715	96	7	4		
10	Sukhajor	Dhanusha	259.23	44.2	5.5	2	Yes	
11	Barahari	Dhanusha	261.54	75	7.5	3		
12	Ratu	Dhanusha	265.82	225.3	5.5	12		
13	Ratu Chahara	Mahottari	266.72	18.8	5.5	2	Yes	
14	Bhapsi	Mahottari	268.73	50.46	5.5	4		
15	Atabbe	Mahottari	269.97	28.6	5.5	3	Yes	
16	Janga Pul-1	Mahottari	271.3	75	5.5	6		
17	Gaushala	Mahottari	271.595	37.5	5.5	3	Yes	
18	Gadhanta	Mahottari	271.95	62.5	5.5	5		
19	Belgachhi (Dhungre Khola)	Mahottari	275.4	38.1	5.8	4	Yes	
20	Tuteshwor	Mahottari	276.105	19	5.5	2	Yes	
21	Maraha Bridge	Mahottari	277.559	132	5.5	8		
22	Maraha Kholi Pul/ Batuwa Khola	Mahottari	278.83	19	5.5	2	Yes	
23	Dholan	Mahottari	279.385	38	5.65	4	Yes	
24	Tuteshwor - 2	Mahottari	280.5	19	5.5	2	Yes	
25	Jarlahi (Kholi Pul)	Mahottari	281.064	19	5.5	2	Yes	
26	Batuwa/ Budakhola	Mahottari	282.49	28.5	5.6	3	Yes	
27	Bankhe	Sarlahee	283.3	102.5	5.5	6		
28	Amuwa	Sarlahee	286.26	18.65	5.5	2	Yes	
29	Phuljor	Sarlahee	290.8	87.4	5.5	7		
30	Kalinjor - 1	Sarlahee	292.5	28.5	5.5	3	Yes	
31	Kalinjor - 2	Sarlahee	293.35	63.4	5.5	3		
32	Betini	Sarlahee	294.77	12	8	2	Yes	
33	Dumdume	Sarlahee	296	18.7	5.5	2	Yes	

S.No.	Bridge/ River Name	District	MRM Chainage	Length of Bridge (m)	Carriageway Width (m)	Span No	Bridges under	Remarks
34	Bastipur	Sarlahee	296.94	18.8	5.3	2	Yes	
35	Lakhandei	Sarlahee	301.19	204.55	5.5	12		
36	Chapani	Sarlahee	302.3	66.4	5.6	3		
37	Bastol	Sarlahee	303.164	20.8	5.5	2	Yes	
38	Sukhapokhari	Sarlahee	306.235	20	5.5	2	Yes	
39	Rai Bridge/ Harion Khola	Sarlahee	308.265	38	5.7	4	Yes	
40	Dumajor	Sarlahee	310.516	37.5	5.5	4	Yes	
41	Godari	Sarlahee	312.055	19.4	5.5	2	Yes	
42	Bagmati	Sarlahee	313.53	363.5	5.5	11		
43	Bagmati East	Sarlahee	313.93	11.3	5.5	1	Yes	
44	Bagmati West	Rautahat	314.23	11.57	6.8	1	Yes	
45	Gairi	Rautahat	314.594	34.25	5.5	3	Yes	
46	Gairi Khola	Rautahat	315.445	11.5	5.5	1	Yes	
47	Paurai	Rautahat	318.38	66.4	5.5	3		
48	Lachkan	Rautahat	319.74	22.67	5.7	2	Yes	
49	Katha Ko Pul/ Geedibela	Rautahat	324.165	46	5.6	4	Yes	
50	Chandi	Rautahat	325.8	165	5.5	5		
51	Dhou	Rautahat	327.94	22.5	5.5	2	Yes	
52	Jungle Tole	Rautahat	328.74	34.08	5.5	3	Yes	
53	Amu - 1	Rautahat	330.27	34.08	5.5	3	Yes	
54	Amu - 2	Rautahat	331.505	22.73	5.5	2	Yes	
55	Kathi	Rautahat	333.31	56.8	5.5	5		
56	Lamaha	Rautahat	334.43	65.9	5.5	2		
57	Kali Khola	Rautahat	335	34	5.5	3	Yes	
58	Dhansasr	Rautahat	339.92	164.6	7.5	8		
59	Lamopul	Bara	342.77	45.4	5.5	4	Yes	
60	Bhamara	Bara	344	32.89	5.5	1	Yes	
61	Rampul	Bara	344.6	22.5	5.5	2	Yes	
62	Bakeya	Bara	347.715	355.59	5.5	16		
63	Unasi	Bara	349.51	89.6	5.5	8		
64	Terhakilo	Bara	354.21	45.6	5.5	4	Yes	
65	Barahakilo	Bara	355.26	34.0	5.5	3	Yes	
66	Pasaha	Bara	357.875	165	5.5	5		
67	Pasaha Branch	Bara	358.07	22.2	5.5	2	Yes	
68	Bangandi	Bara	359.145	113.6	5.5	10		
69	Balganga	Bara	361.59	67.1	5.5	3		
70	Baijura	Bara	363.55	46.1	5.5	4	Yes	
71	Dudhaura	Bara	364.263	89.3	5.5	4		
72	Dhungre - 1	Bara	365.163	22.8	5.5	2	Yes	
73	Dhungre - 2	Bara	365.385	23.3	5.5	2	Yes	
74	Dui Number	Bara	366.47	23.16	5.5	2	Yes	
75	Tin Number	Bara	367	34.74	5.5	3	Yes	
76	Ek Number	Bara	367.225	11.45	5.5	1	Yes	
			Total	6055				

The bridges are categorized into eight categories according to their lengths as follows.

SN	Length group	Nos.	Total length	Remarks
1	Less than 50 m	45	1217	
2	50 m - 75 m	9	570	
3	75 m - 100 m	7	608	
4	102m, 111 m, 114 m, 132m	4	459	
5	165 m	3	495	
6	204, 225, 266	3	695	
7	322,329,356,364	4	1371	
8	640 m	1	640	
		76	6055	

According to Feasibility Study, the consultant has proposed to construct 2 Lane new bridges with maintenance of existing bridges (new bridges would serve one carriageway and the existing bridges the other carriageway) or replacement with four lanes as required, making the interface compatible with the proposed upgradation of the road way width considering road safety and road congestion study.

The ESIA consultant shall also coordinate and interface with separately contracted consulting team under the SRCTIP project carrying out the Detailed Design of Upgradation of the Same road including bridges during all stages of the assignment. The goal of the coordination is to ensure that environmental and social issues are appropriately factored in to decisions about the scope of improvement works and their detailed designs, so as to minimize negative impacts and maximize positive impacts, as well as to make sure that the environmental and social assessments are based on relevant and current information about the proposed works and their designs.

It is necessary to ensure that the specific findings and recommendations of the ESIA, Environmental Management Plan, Social Action Plan, Resettlement Action Plan, Vulnerable Communities Development Plan, and any other environmental and social plan/ actions are fully integrated into the detailed design process, and are fully costed and included in bid documents and Bill of Quantities (BoQs), etc.

3.4.1 Social Assessment

The consultants will carry out the following tasks but are not limited to:

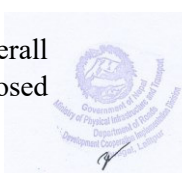
- Conduct 20% poverty & social assessment taking into account socioeconomic and poverty status of the project area of influence, including the nature, extent and determinants of poverty in the project area. Identify and estimate the likely socioeconomic and poverty reduction impacts of the project. Assess local demand for the proposed road investments, employment opportunities, child labor, affordability, gender specific capacity to take advantage of the likely socioeconomic opportunities that would result from the project. This will be in accordance with WB's Guidelines for the Incorporation of Social Dimensions.
- Identify project-related interests of key stakeholders, likely barriers to their participation in and benefiting from the project resources, and suggest possible strategies for addressing their concerns.
- Conduct studies by using participatory approaches. With the participation of stakeholders, identify and analyze the reasons behind the vulnerability of at risk groups, including their exposure to risks. Suggest participatory development strategies for key stakeholders to apply when designing and implementing the project.
- Prepare a gender analysis. Identify project design elements (policy, investment, or implementation) in which women can participate in and thus benefit from the project.
- Conduct assessment of labor working condition and risks of human trafficking and HIV/AIDS due to the project. Provide suggestions for measures to be incorporated in the project to mitigate

- possible adverse impacts through human trafficking and HIV/AIDS, and identify possible partners for assisting in implementing such measures.
- vi. Identify any necessary mitigation measures and a strategy for implementing them. Identify potential proactive measures, in terms of additional components and design options, which will make it easy for the poor and vulnerable to benefit from the project.
 - vii. In coordination with the economic analysis, design a time-bound benefit monitoring and evaluation program, including monitoring indicators and baseline data, to assess the project benefits to local communities before and after the construction of project. The program should address not only the economic benefits but also poverty reduction impacts and other social benefits such as stability of the region and integration with other parts of the country.
 - viii. Conduct and Submit a draft final social baseline assessment report to WB and DoR for review and comments.

3.4.2 Resettlement and Indigenous People Assessment

The consultants will carry out Resettlement and Indigenous People Planning of the project road in accordance with the WB's environmental and social standards as well as relevant Government's laws, regulations and policies. The major tasks include, but are not limited to, the following:

- i. Conduct a preliminary social impact assessment for the project including assessment of possible land acquisition/resettlement impacts for the candidate road alignments in accordance with WB's ESF 2018. Prepare and complete screening and impact categorization form for involuntary resettlement for the candidate road alignments.
- ii. Identify whether the project will be located in, or pass through, areas of significant indigenous people's settlements, and if this is the case propose how to specifically include indigenous peoples in project planning and implementation in accordance with WB's ESF 2018. If relevant, make an overview of population characteristics in the project area and anticipate project impacts. Prepare and complete checklist for indigenous people screening and impact categorization for the candidate road alignments.
- iii. For the whole program, review existing Resettlement Framework under SRCTIP, Nagdhunga-Naubise-Mugling Road Improvement Project and adjust them to the project roads as necessary acceptable to the Government and WB in compliance with the WB's ESF 2018 and Government related acts and policies.
- iv. Prepare a resettlement plan (RP) and indigenous people plan (IP) as necessary acceptable to the Government and WB in compliance with the WB's ESF 2016, and Government related acts and policies. RP and IP should be based on 100% census which covers a complete enumeration of all Displaced Persons (DPs) and their affected assets.
- v. Assess the Resettlement budget requirement for acquisition of land of different width from footprint of the road to the full Right of Way (RoW) of the road and recommend the best alternative.
- vi. Define categories for impact including construction induced impacts and eligibility of affected people for compensation and prepare a matrix of entitlements covering compensation and other assistance for all types of impacts to fully replace lost assets, income, and livelihood. Assess whether the compensation standards for all types of assets, crops, and trees are based on replacement value and discuss in detail the valuation methodology used.
- vii. Prepare a comprehensive income and livelihood restoration program, supported by adequate budget, to help DPs improve, or at least restore, their incomes and livelihoods. Identify specific measures for the affected poor, ethnic minorities, or other vulnerable households.
- viii. Ensure that (a) the compensation standards are based on replacement value, and (b) the overall resettlement budget is sufficient to implement the resettlement plan based on the proposed entitlements and rehabilitation plans with resettlement and rehabilitation assistance.



- ix. Assist Government officials to initiate and expand consultation with the affected communities, local leaders, proponents, and stakeholders who may be opposed to the Project. Prepare a consultation plan for the DoR and a format for documenting consultation with affected people.
- x. Assess the capacity of the Government in implementing the proposed RAP and IP, recommend improvements and actions required before land acquisition, and proposed necessary training to enable the DoR and the Government to implement the RAP and IP and assess the social and resettlement issues of the follow-on subprojects, if required. Assist the DoR to (i) prepare a resettlement implementation schedule, (ii) recruit NGO/Agency for RAP and IP implementation (if required), and (iii) recruit consultants for external monitoring and evaluation.
- xi. Assist the DoR to develop a computerized database management system for recording DPs and lost assets. The system should reflect the present impact on DPs and accordingly the entitlements for DPs are planned. The system should be in place from the beginning of the resettlement survey.
- xii. Develop cadastral mapping of affected plots for construction of new alignments using road inventory map developed under the engineering study. Also, prepare file map (fact sheet) and trace map of individual plot of land that needs to be acquired.
- xiii. While preparing IPs (FPIC if required), conduct (a) social impact assessment, (b) meaningful consultation and (c) ascertain consent of affected IP communities. For items (b) and (c), proper recording and full documentations are required. These documents must be attached to IPs as annex. These IPs should also incorporate the findings of the resettlement census.
- xiv. Prepare a final RP and IP, and summary RP and IP based on detailed design, taking into account comments from WB and the Government, and based on 100% census survey. The RP and IP should include a record of consultation with affected persons.
- xv. Conduct a workshop training to provide guidance to the DoR on Project-related social issues and WB's ESF 2018 procedural requirements during Project preparation and implementation. The scope of training should include the differences between the provisions of the WB policy and the relevant country laws.

4. Reporting Requirement and Time Schedule

The consultants shall keep full records relating to all aspects of the work covered by his service contract. Such record shall be available for inspection and use by DoR. All original drawings, work sheets, field notes, computer program, reports and other documents relating to the study shall become the property of DoR.

Reports required to be submitted by the consultant during the course of his services are as follows:

(a) Inception Report (Eight copies in paper and soft copy in original version)

Within two weeks of appointment, the consultant shall submit an Inception report covering the whole services and shall include the consultant's detail work program, for task related to ToR with the content and format acceptable to DoR. It will also include methodology for the conduct of the ESIA, including detailed methodology for Biodiversity and Critical Habitats Assessment.

(b) Draft Scoping Report (Eight copies in paper and soft copy in original version)

The consultant shall submit the draft scoping report including all findings of the scoping stage , outline for the full ESIA to be carried as per ToR, natural and critical habitats assessment, resettlement policy frame work and vulnerable peoples development frame work, and detailed workplan for undertaking all environment and social assessment studies, in a format acceptable to DoR and in accordance with requirements for World Bank safeguard policy compliance as well as government approval as per the Environment Protection Act (2019) and Regulations, 1997



- (c) Final Scoping report, reflecting feedback received from DoR as well as during scoping-stage consultants, and including documentation in a content and format acceptable to DoR (Ten copies in paper and soft copy in original version)

- (d) Monthly Progress Reports (Eight copies in paper and soft copy in original version)

The consultant shall prepare a monthly progress reports on the project activities. The report shall include the Consultant's detail activities and progress status with the content and format acceptable to DoR.

- (e) Environment, Biodiversity and Socioeconomic Baseline Assessment Report (Ten copies in paper and soft copy in original version)

The consultants shall conduct Environmental and Socio-economic study and prepare baseline assessment report accordingly as per ToR and in consultation with DoR.

- (f) Environment and Social Impact Assessment of Road and Bridges (Eight copies Draft and Ten Copies Final Report each in paper and soft copy in original version)

As per the requirement, the consultant is to carry out ESIA Study. Process of approval of approval of Terms of Reference (ToR), study and report preparation shall be carried as described above and in accordance with World Bank safeguard policies and, Environment Protection Act (2019) and Regulations 1997. Draft ToR, final ESIA reports shall be submitted to the DoR. In the approval process of ESIA report, the Consultant is required to present their findings and recommendations to DoR, World Bank, and Ministry level committee for necessary review and comments. The Consultant shall prepare and present the report in close coordination with Geo-Environmental and Social Unit of DoR. After receiving the comments, the Consultant shall finalize the report and submit for final approval from the ministry. The report must have Site Specific Environmental Management Action Plan (SS-EMAP) prepared based upon the overall project-level Environment Management Plan but tailored to each contract package. The SS-EMAPs must have strip map showing spots of environmental impacts or risks/hazards and provide site-specific information/data as well as designed mitigation and management measures, in addition to all generic/general environmental, health and safety related management measures which pertain to the contractor.

- (g) Biodiversity Assessment and Management Plan (Eight copies Draft and Ten Copies Final Report each in paper and soft copy in original version).

A standalone Biodiversity Assessment and Management Plan will be prepared. The Management Plan will follow mitigation hierarchy and will involve diverse measures to achieve not net loss of natural habitats and net gain of critical habitats. If offset is required, this will also be included in the plan as a last resort.

- (h) Resettlement Action Plan (RAP) and Indigenous People Development Plan (IPDP) Reports (Eight copies Draft and Ten Copies Final Report each in paper and soft copy in original version)

The Consultant shall prepare and submit Draft Resettlement Action Plan (RAP), Gender Based Violence Risk Mitigation Plan and Indigenous People Development Plan(IPDP) Report for review and comments to DoR. The consultant is required to present their findings and recommendations to the DoR and World Bank. The Consultant shall prepare and present the report in close coordination with Geo-Environmental and Social Unit of DoR. After receiving comments, the Consultants shall submit the Final version of the reports with Implementation Plan. The following shall be the outputs based on magnitude and extent of impact:

- i) Resettlement Action Plan (RAP);
- ii) Gender Based Violence Risk Mitigation Plan;
- iii) Action Plan of HIV/AIDS;



- iv) Indigenous Peoples Development Plan in line with GoN and World Bank ESS7 and Project's IPF;
- v) Public Utility Relocation Plan;
- vi) Cultural property management plan (CPMP), if required;
- vii) Biodiversity Assessment and Management plan applying the mitigation hierarchy;

The Consultants shall submit the Reports illustrated in bullet above (a-g) as per the time frame enumerated in Table 3 below;

Table 3:- Time Frame for Report Submission

No.	Preparatory Outputs	Submission Deadline (no. months after the commencement date)
1	Inception Report	0.5
2	Scoping Report and ToR Preparation and submission	1
3	Approval of Scoping and ToR	2
4	ESIA Baseline Study	2
5	Draft ESIA Report of Road and Bridge, including Biodiversity Assessment	6
6	Draft Biodiversity Management Plan (BMP) RAP, IPDP and others Report of KDP section,	7
7	Comments on ESIA, BMP, RAP and IPDP Report (Draft)	8
8	Final ESIA Report of Road and Bridge	10
9	Final BMP, RAP and IPDP Report of KDP section	11
10	Public Hearing and All other remaining Work	12
(11)	Monthly Report	Within one week of the end of each calendar month

5. Time Frame and Consultants Qualification Requirements including Key Expert

The tentative total duration of Consulting Service for all the works is Twelve (12) months from Start Date. It is to be noted that the Consultants shall work in close co-ordination with the Design Consultant of the same Road section in order to incorporate the findings of ESIA report in to the Design Report.

The consulting services shall be carried out by an International or National firm. Firm must have sufficient qualification and experience to carry out the assignment. As a minimum, the consultant (firm) must have (i) 5 years of standing in consulting services in the road transport sector; and (ii) experience of environment study of road (length greater or equal to 80 Km) or consulting service for the environment study of road and bridges having consulting amount of minimum USD 0.4 million US\$.

During the overall period it is estimated that at least 13 person-months of International professional technical staffs and 39 person-months of national professional technical staff (key experts) will be required to carry out the assignment. In addition to the key technical professional staff outlined below, the consultant is expected to have additional specialist expertise in the team to cover aspects such as cultural resources, GIS mapping, stake holder engagement and consultation, cultural heritage, community health etc. Incorporation of appropriate required support staff (Estimation are listed in Table 4 (B)) resources for baseline fieldwork, administrative and office support, logistic etc are also responsibility of the consultant.

The qualification requirement for evaluation of key experts is set out in Annex 1. The person-month required for assignment is enumerated under Table-4, Staff Input.



Table-4: Staff Input**A. Key Experts**

Position	Quantity	No. of Person-Months	Total Person Months	Remarks
I. International Staffs				
Team Leader/Environmental Specialist	1	8	8	Key Personnel
Biodiversity Specialist/Road Ecologist	1	5	5	Key Personnel
II. National Staffs				
Deputy Team Leader/Environmental Specialist	1	12	12	Key Personnel
Resettlement /Indigenous People Specialist	1	10	10	Key Personnel
Social Development Specialist	1	4	4	Key Personnel
Health & Safety Specialist	1	2	2	Key Personnel
Biodiversity Specialist/Road Ecologist	1	5	5	Key Personnel
Highway/Transportation Engineer	1	2	2	
Geotechnical Engineer/Engineering Geologist	1	2	2	
Hydrologist	1	2	2	
Sub-Total	10		52	

B. Non-Key Expert (National)

Position	Quantity	No. of Person-Months	Total Person Months
Technical assistant (Physio-chemical)	1	4	4
Technical assistant (Biological)	1	4	4
Technical assistant (Socioeconomic)	1	4	4
Computer Operator	1	6	6
Account/ Admin Staff/ Supervisor	1	1	1
Surveyor	1	4	4
Support staff/ helper/ camp worker	2	12	24
Sub-Total			47

Note:

- The above Key Technical and Supporting staff composition and estimated total staff man-month is client's estimate . The consultant are advised to assess their own requirement and propose their own staff composition and staff input requirement for efficient performance of their job as per the Terms of Reference.*
- A Technical Proposal shall be considered unsuitable and shall be rejected for further evaluation if it does not respond to important aspect of ToR.*

6. Technology Transfer

The Consultants shall consider the technology transfer as an important aspect in carrying out the assignment. The consultant shall assist the DoR, Geo-Environment and Social Unit (GESU) to build their capacity as a part of the on the job training and propose specific trainings/methods for the capacity enhancement in the environmental/social sector of DoR.

7. Consultant's Facilities

The consultant should manage themselves, all the administrative, technical and support staff needed to carry out the services. The inputs provided in part 5 of this TOR are the minimum inputs required. If the consultant thinks that additional inputs are required (Key expert, Technical Support, Administrative Support, specialists etc.), they should propose the additional inputs in their technical proposal and financial proposal. The consultant shall also be responsible for providing all other necessary facilities and logistical support for its staff including accommodation, transportation, office equipment, communications, utilities, office supplies and other miscellaneous requirements that are required to complete all the tasks to fulfill the objective and scope of works, and it shall be included in their financial proposal.

The consultant shall arrange the necessary air transportation, land transportation including necessary vehicles for all type of surveys to deliver their services, effectively. The consultants shall also arrange accommodation, travel and visas necessary for International staffs.

The consultant shall also be responsible to arrange and manage the necessary consultation workshops with the related stakeholders that required as per requirements to fulfil the objective. The Consultant shall be fully responsible to manage the necessary tax/ VAT registration and necessary payment and clearance on the same.

8. Data and Assistance to be Provided by the Client:

- Feasibility Study for the Upgradation of Kamala-Dhalkebar-Pathlaiya (KDP) section of Mahendra Highway, January 2020.
- Environmental and Social Assessment (ESA) for Kakarbhitta – Pathalaiya section of the Mahendra Highway, 2018, World Bank, NIRTTP.
- The client will provide the consultants with all other available studies and reports available with the client.
- Client shall support the consultant for necessary coordination with the related stakeholders and other government agencies, as necessary.

9. Consultant's Additional Liabilities

The Consultants shall provide the DoR, DCID all the documents related with ESIA Study viz. Questionnaires, public consultation documents, public notice, public deed (Muchulka) of pasting public notice, and recommendation letters from concerned municipality. The Consultant shall also be responsible for providing necessary input even after the completion of the contract period; till the reports get approved from Government Nepal, Ministry of Forests and Environment (MoFE).

10. The Payment schedule for Lump Sum Contract is provided in Annex-2



ANNEX-1: - PREFERRED QUALIFICATION REQUIREMENTS OF KEY EXPERTS

1. Team Leader/Environment Specialist (TL - International), 1 No., 8 months, Intermittent

	Experience of the last 15 years will only be considered	
i.	Educational Qualification	
	Master's degree in Environmental Science/Engineering	
ii.	Experience	
	• Total Experience	15 years
	• Experience in Related Field	10 years as an Environmental Specialist in Road and Bridge Works
	• Experience in the Proposed Field of Expertise	▪ Shall have international experience of having completed at least environmental assessment in two road projects as Team Leader. ▪ Shall have experience of preparing environmental assessments/management plans in at least five projects funded by World Bank or other donor agencies. ▪ Have conducted cumulative impact assessment following IFC Good Practice Hand Book on CIA or other internationally-accepted methodology on CIA.
	• International experience	
iii.	Language	Communicate and write fluently in English Language

2. Deputy Team Leader/Environment Specialist (DTL - National), 1 No., 12 months

	Experience of the last 12 years will only be considered	
i.	Educational Qualification	
	Master's degree in Environmental Science/Engineering	
ii.	Experience	
	• Total Experience	12 years
	• Experience in Related Field	10 years as an Environmental Specialist in Road and Bridge Works
	• Experience in the Proposed Field of Expertise	Shall have experience of preparing environmental assessments/management plans in at least four road projects funded by World Bank or other donor agencies.
	• International experience	
iii.	Language	Communicate and write fluently in English Language

3. Social Development Specialist 1 No., 4 months

	Social Development Specialist (Experience of the last 10 years will only be considered)	
i.	Educational Qualification	
	Master's degree in Sociology/Anthropology or related field	
ii.	Experience	
	• Total Experience	10 years
	• Experience in Related Field	7 years as Social Development/Resettlement Specialist in Road and Bridge Works
	• Experience in the Proposed Field of Expertise	Experience in 6 projects of similar nature (Road /Bridge Projects) as Social Development Specialist
		Experience with Donor funded Projects
iii.	Language	Communicate fluently in English Language



4. Resettlement Specialist/Indigenous People Specialist 1 No., 10 months

	Resettlement Specialist/Indigenous People Specialist (Experience of the last 12 years will only be considered)	
i. Educational Qualification		
	Master's degree in Sociology/Anthropology or related field	
ii. Experience		
	• Total Experience	12 years
	• Experience in Related Field	9 years as Social Development/Resettlement Specialist in Road and Bridge Works
	• Experience in the Proposed Field of Expertise	Experience in 6 projects of similar nature (Road /Bridge Projects) as Resettlement Specialist/Indigenous People Specialist/Livelihood Specialist
		Experience with Donor funded Projects
iii. Language	Communicate fluently in English Language	

5. Biodiversity Specialist/Road Ecologist- 1 No., 5 months (International)

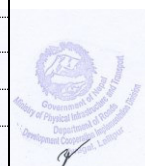
	Biodiversity Specialist/Road Ecologist (Experience of the last 12 years will only be considered)	
i. Educational Qualification		
	Master's degree in Biodiversity/Wildlife/Ecology/Zoology	
ii. Experience		
	• Total Experience	12 years
	• Experience in Related Field	9 years as a Biodiversity Specialist/Road Ecologist in Road and Bridge Works
	• Experience in the Proposed Field of Expertise	Experience in 5 projects of similar nature (Road /Bridge Projects) as Biodiversity Expert.
	• International experience	Familiar with IFC PS6 and ESS6 requirements and methodology Have applied IFC PS6 in similar assignments.
		Experience with Donor funded Projects
iii. Language	Communicate fluently in English Language	

6. Health and Safety Specialist- 1 No., 2 months

	Health and Safety Specialist (Experience of the last 10 years will only be considered)	
i. Educational Qualification		
	Masters degree in Public/Community Health with preferred knowledge and experience on Environment and Social Safeguard	
ii. Experience		
	• Total Experience	10 years
	• Experience in Related Field	7 years as a Health and Safety Specialist in Road Works
	• Experience in the Proposed Field of Expertise	Experience in 4 projects of similar nature (Road/Bridge Projects) as Health and Safety Specialist.
		Experience with Donor funded Projects
iii. Language	Communicate fluently in English Language	

7. Highway/Transportation Engineer- 1 No., 2 months

	Highway/Transportation Engineer (Experience of the last 10 years will only be considered)	
i. Educational Qualification		
	Masters degree in Public/Community Health with preferred knowledge and experience on Environment and Social Safeguard	
ii. Experience		
	• Total Experience	10 years
	• Experience in Related Field	8 years in Road Works
	• Experience in the Proposed Field of Expertise	Experience as Highway Design Engineer in 4 projects of similar nature and size



		Experience with Donor funded Projects
iii.	Language	Communicate fluently in English Language

8. Geotechnical Engineer/Engineering Geologist- 1 No., 2 months

	Geotechnical Engineer/Engineering Geologist (Experience of the last 10 years will only be considered)	
i.	Educational Qualification	
	Master's degree in Geotechnical Engineering/Engineering Geology or related field	
ii.	Experience	
	• Total Experience	10 years
	• Experience in Related Field	7 years in Road and Bridge Works
	• Experience in the Proposed Field of Expertise	Experience as Geotechnical Engineer in 4 projects of similar nature and size
	Experience with Donor funded Projects	
iii.	Language	Communicate fluently in English Language

9. Hydrologist- 1 No., 2 months

	Hydrologist (Experience of the last 10 years will only be considered)	
i.	Educational Qualification	
	Master's degree in Hydrology or related field	
ii.	Experience	
	• Total Experience	10 years
	• Experience in Related Field	7 years in Road and Bridge Works
	• Experience in the Proposed Field of Expertise	Experience as Hydrologist in 4 projects of similar nature and size
	Experience with Donor funded Projects	
iii.	Language	Communicate fluently in English Language

10. Biodiversity Specialist- 1 No., 5 months (National)

	Biodiversity Specialist/Road Ecologist (Experience of the last 10 years will only be considered)	
i.	Educational Qualification	
	Master's degree in Biodiversity/Wildlife/Ecology/Zoology	
ii.	Experience	
	• Total Experience	10 years
	• Experience in Related Field	5 years as a Biodiversity Specialist/Road Ecologist in Road and Bridge Works specifically in Nepal.
	• Experience in the Proposed Field of Expertise	Experience in 3 projects of similar nature (Road /Bridge Projects) as Biodiversity Expert.
	• Experience	Familiar with IFC PS6 and ESS6 requirements and methodology Have applied IFC PS6 in similar assignments.
	Experience with Donor funded Projects	
iii.	Language	Communicate fluently in English Language



ANNEX 2
TENTATIVE PAYMENT SCHEDULE {LUMPSUM CONTRACT}

Instalments	Description	Payment	Advance deduction	Net payment	Remarks
1	Mobilization Advance	10%	-	10 %	
2	Submission of Inception	5%	10%	4.5%	
3	Approval of Inception Report	5%	10%	4.5%	
4	Submission of Scoping and ToR	10%	10%	9%	
5	Submission of Draft ESIA Report	20%	10%	18%	
6	Submission of Draft BMP, RAP, IPDP and Other as per ToR	15%	10%	13.5%	
7	After approval of ESIA and submission of Final report	15%	10%	13.5%	
8	After approval of BMP, RAP, IPDP and other report as per ToR	10%	Remaining Mobilization advance	7%	
9	After successful completion of the project and fulfilment of all required tasks in ToR and submission of project completion report	20%		20%	
	TOTAL	110%	10%	100%	

