

## Environmental and Social Data Sheet

### Overview

Project Name:	TIMOR-LESTE ROADS
Project Number:	20140387
Country:	Timor-Leste
Project Description:	Rehabilitation of two north-south, almost parallel road sections: Manatuto-Natarbora (89.8 km) and Baucau-Viqueque (61.8 km) connecting the northern with the southern coasts of Timor-Leste, some 60 km and 120 km east of the capital Dili respectively.
EIA required:	No

### Key Environmental and Social Issues

In general, due to type and size of works, rehabilitation and reconstruction of existing roads are not expected to generate significant, adverse impacts on the environment. For this reason the Project is not subject to a compulsory Environmental Impact Assessment (EIA), neither under Timor-Leste Laws (the Decree-Law 5/2011 on environmental licencing, and the Basic Environmental Decree-Law 26/2012) nor under the relevant EU Directive applicable in EU Member Countries (2011/92/EU). Nevertheless, taking into consideration the local context, the Project has already been subject to an Initial Environmental Examination (IEE) to ensure compliance with the safeguard policies of the Asian Development Bank (ADB). These policies have also been agreed among all development partners working in the local road sector. A "Resettlement Policy Framework" and an "Environmental Assessment Review Framework" have therefore been prepared. During Project preparation these are elaborated in more precise "Resettlement Action Plans" (RAP) and "Environmental Management Plan" (EMP). Subsequently the EMPs are incorporated into the contract documents, and are implemented by site-specific Contractor's EMP. All relevant social and environmental documents are already, or will be, made public and public consultations have already been, and will be done during Project implementation. These initiatives are very comprehensive and satisfactory for a project of this type, size and location.

Environmental impacts are site-specific, short lived mainly during construction, and normal for a project of this type. They can be avoided, reduced or mitigated through careful designs and good construction practices. The Project is nevertheless likely to improve certain aspects of the existing environmental conditions because it will reduce erosion and slope failures, and will improve roadside drainage and water quality.

Adverse social and human impacts are also expected to be minimal and, where relevant, will be mitigated through the implementation of the RAPs (some land acquisitions for roads' widening will be necessary). The Project is expected to benefit mainly rural communities and inter-urban traffic movements, improve access to social services and facilitate job creation. For these reasons it is expected to have a positive social impact.

In summary, subject to appropriate conditionalities mentioned above, the Project characteristics and implementation arrangements meet the requirements of the EIB Environmental and Social Standards (2013).

### Environmental and Social Assessment (supplementary information)

**Public Consultations:** Carried out mainly in February 2013 (Manatuto-Natarbora) and beginning of 2014 (Baucau-Viqueque), but for the latter, further consultations will be done in 2015, during the design phase. The consultations confirmed broad community support for the Project.

**Environmental Impacts:** The Project's main potential impacts includes: (i) disturbance, noise and dust from loading and unloading, and transportation of construction materials (soil, disposal of waste, aggregates and bitumen, etc.); (ii) noise and dust arising during

scarification of the existing road base, construction of the new road base and road surface; (iii) erosion, water pollution and sedimentation from exposed surfaces during the construction processes; (iv) potential risks from the use and unsafe disposal of hazardous materials such as used fuel and lubricants; and, (v) increased risk of accidents during construction. The road corridors are already highly impacted, however, by deforestation, slash and burn cultivations, and small, uncontrolled settlements.

**Implementation Arrangements:** An Environmental and Social Unit (ESU) within the PMU is in charge of implementation and monitoring compliance for the CEMPs (Contractors' Environmental Management Plan). The EIB will support this PMU ESU with additional TAs.

**Grievance Redress Mechanism:** Established with a precise framework and action plan. GRMs are defined at the levels of: (i) Contractor/PMU (first tier), (ii) Grievance Redress Committee (second tier), and (iii) local administrations (Suco or District committees, third tier).

**Social Safeguards and Involuntary Resettlement:** Since the Project will be implemented on existing roads, and on land that is mostly Government owned; only minimal impacts to people are expected. Although the Project design attempts to avoid resettlement impacts all together, RAPs (Resettlement Action Plans) have been, or will be prepared, including the compensation estimates and budgets (the total number of households to be affected is yet to be confirmed, but is expected to be very small). Social assessments undertaken for similar projects by ADB in Timor-Leste indicate that, albeit speaking different languages, no significant differences of cultural and social identity exist among the people and therefore preparation of an Indigenous Peoples Plan is not needed. Labour Standards and Gender Action Plans during works are included in the construction contracts. Considerations for Road Safety measures near schools, markets, health centres or other pedestrian areas, are part of the road design and are also captured in a relevant loan condition. Monitoring of these impacts is defined under the responsibility of the ESU in the PMU. In summary, depending on the level of project preparation for the different road sections, appropriate measures have already been, or will be put in place to mitigate any adverse social and involuntary resettlement impacts. During construction, the Project is expected to generate jobs equivalent to some 10 700 person-years.

### **Other Environmental and Social Aspects, as appropriate**

The Project is co-financed with the ADB which, for its environmental and social safeguards standards, has classified it as "Category B", meaning that **impacts are minor, site-specific, not irreversible and with mitigating measures that can be easily designed and implemented**. Similar to the EU Environmental Impact Directive, the ADB does not require a full EIA procedure for a project of this type, and therefore the IEE-EMP procedure is carried out instead. Compliance with the environmental and social standards will also be ensured during implementation by the international and local consultants working in the PMU.