

**D R A F T**  
**Western Indonesia National Road Improvement Project (090990) - WINRIP**  
**CERC section of the Environmental and Social Management Framework (ESMF) -**  
**Addendum**  
**(December 2018)**

**I. Introduction**

1. This document is prepared as an addendum to the existing ESMF of Western Indonesia Roads Improvement Project (WINRIP, the Project). It describes additional information on the environment and social safeguard (ESS) requirements for the implementation of the proposed activities to be carried out under the Project Component 4 (i.e. Contingent Emergency Response Component - CERC). The proposed activities will be implemented in Central Sulawesi Province, covering the City of Palu, the Regencies of Donggala, and Sigi; these areas have severely affected by earthquake and tsunami that happened on September 28, 2018. The existing ESMF of WINRIP that was disclosed on March 31, 2011 has noted that in the event this Project component is activated, environmental and social assessments of proposed activities will be undertaken, and appropriate documents will be prepared as necessary to meet the Government of Indonesia (GOI) and the World Bank requirements.

2. Guidelines and procedures in this addendum will be added into the Project Management Manual (PMM). These guidelines and procedures take into account the Bank's safeguard requirements for CERC (Bank's guidance on CERC, October 2017).

3. The WINRIP executing agency through its Project Management Unit (PMU) at the Directorate General of Highway (DGH), Ministry of Public Works and Housings will remain the lead agency within the GoI that has responsible for the overall implementation of emergency activities, including all aspects related to procurement, financial management, monitoring & evaluation and safeguards compliance. The Project institutional arrangement for the implementation of the CERC activities will be the same as that of ongoing the Project implementation structure, in which PIUs/Balais will implement the CERC activities at the sub-national government levels. However, as the proposed activities are not in WINRIP original coverage area, which is western Sumatera provinces (under Balai III), the PIU in Central Sulawesi will be under Balai XIV.

**II. Identification of potential activities that could be financed by the CERC**

4. Site visit to the Palu Earthquake affected areas was undertaken from December 4 to December 7, 2018. The visit was to assess technical and safeguard aspects of the two proposed packages for road rehabilitation and reconstruction (i.e. RR-01 and RR-02). The RR-01 is part of national road network managed by the Balai XIV while the RR-02 is part of local government road networks. Based on discretion from the Minister of Public Work and Housing, the Balai XIV, which has mandate for operation and maintenance of national road only, has been also asked to support the rehabilitation and reconstruction of local roads proposed under RR-02. Figure 1 provides details of sections proposed under these two packages. The total length of RR-01 and RR-02 is 188 km and 122 km respectively; however, rehabilitation and reconstruction will only be carried on selected sections with total length for RR-01 and RR-02 is 54 km and 23 km respectively.

5. Although type of activities to be carried out under the CERC Component are comparable with those implemented in the western Sumatra road corridors, the scale of civil works is smaller, limited to selected road sections that are severely affected by the earthquake and tsunami. The civil work will be within existing roads right of way (ROW); no major realignment is expected. Sub-projects with complex environmental and social issues (e.g. sub-project affecting natural habitat or sub-projects involving major involuntary resettlement or indigenous peoples) that falls into Category A will be not be financed. This is because the CERC objective is to enable fast mobilization of support on priority activities (less than 18 months).

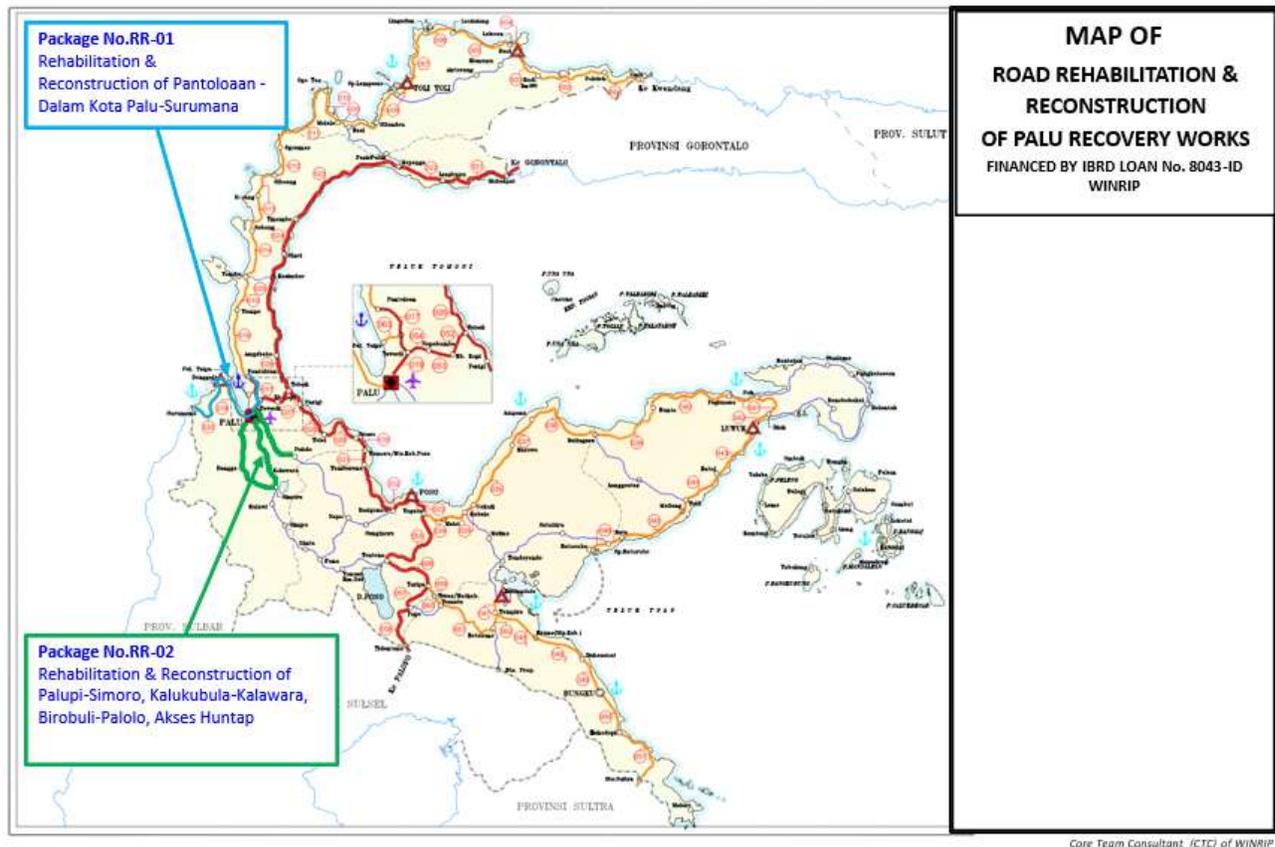


Figure 1. The proposed packages: National Road RR-01 and Local Road RR-02

**a. Proposed Package RR-01**

6. The RR-01 is divided into four links (as presented in Figure 2), starting from Pantoloan – Tawaeli then entering the roads in the town of Palu before ending at the Surumana Bridge. Proposed civil works under RR-01 include:

- Rehabilitation works within the existing right of way (ROW); no widening is foreseen for asphalt work.
- Asphalt overlay for about 50 km is the major item civil work in RR-01. In addition to the asphalt overlay, reconstruction is needed for two spots that were washed out by tsunami and each has a length about 200 m.
- Construction of line ditches, cross drains, slope stabilization, retaining walls and small bridges. And these works scatters along RR – 01.

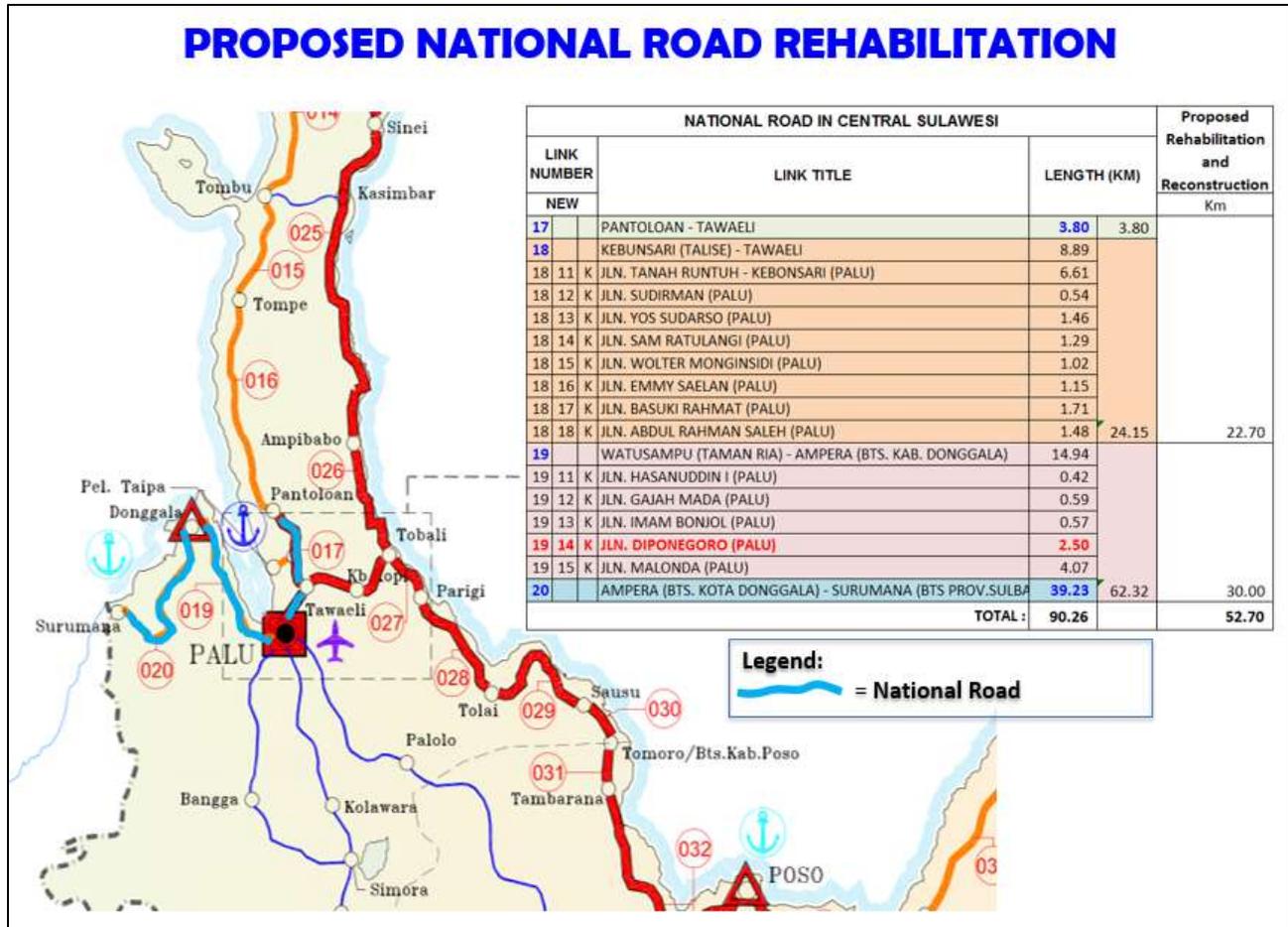


Figure 2. Proposed Package RR-01 for Reconstruction and Rehabilitation

### b. Proposed Package RR-02

7. This package has two main links, i.e. Palupi – Bangga – Simora and Kalukubula – Kolawara, and Biromaru – Palolo. Civil works for these links focus on the reconstruction of road section severely damaged by the earthquake and liquefaction. Note that the road links sit adjacent to the very active Palu Koro Fault which caused the 2018 Palu-Donggala-Sigi earthquake and tsunami. The presence of this active fault poses challenges in reconstruction of damaged road sections. Total length for rehabilitation and reconstruction is about 14 km with locations scattered along the total 96 km. All civil works will be within ROW; no widening is required. Typical works include reconstruction of damaged roads (length varies from 200 to 600 m per spot), construction of line ditches, cross drains, and small bridges. In areas affected by liquefaction, where road sections have moved away from original alignment, geotechnical investigation is ongoing to know if reconstruction of the original alignment is possible. In addition to the two-main links, the Balai also proposes two access roads improvement to the permanent relocation sites. These relocation sites are for those affected by liquefaction or at high risk of future seismic activity. The land for the proposed relocation is owned the local government, existing access roads to the areas are available but require widening.

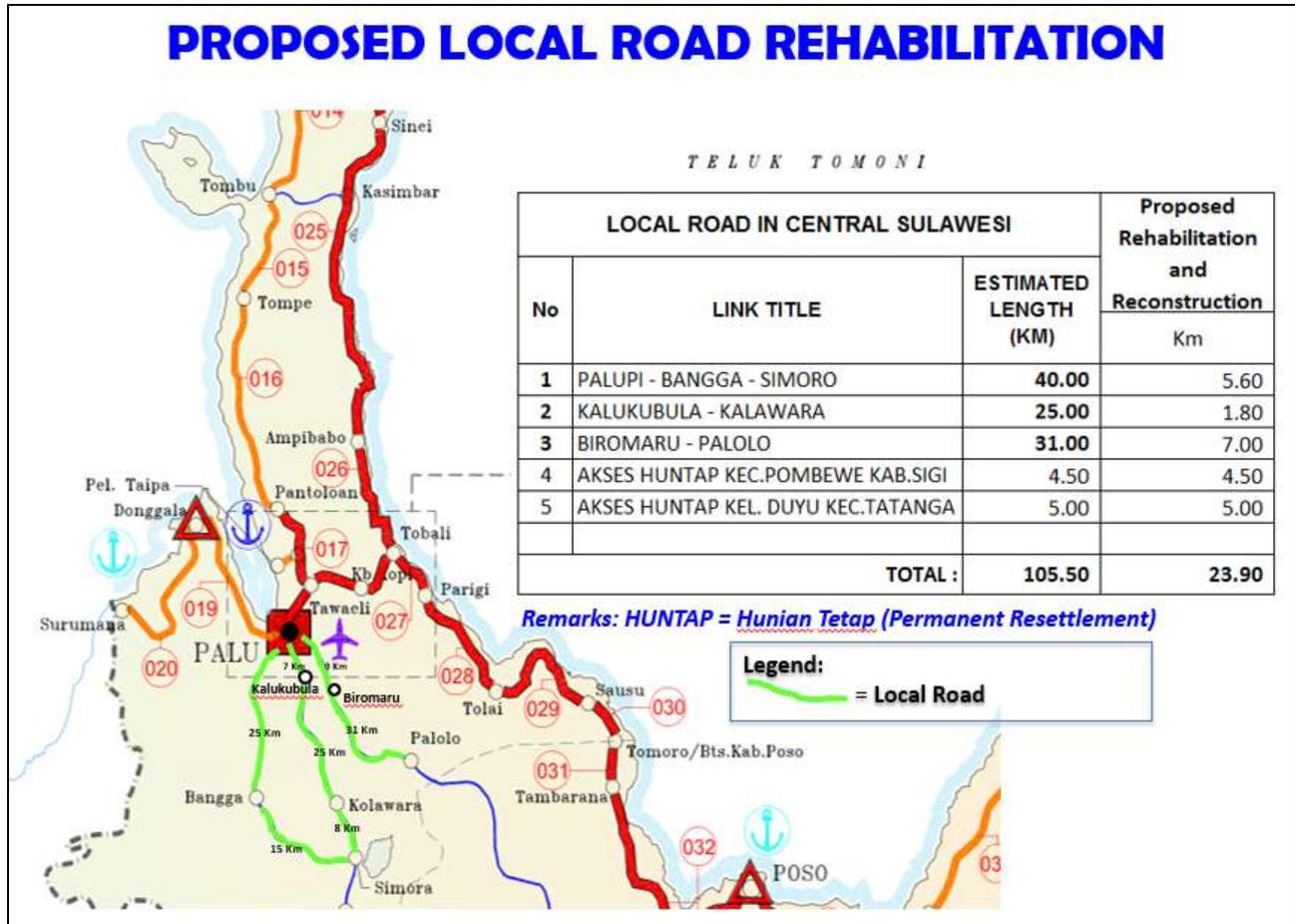


Figure 3. Proposed Package RR-02 for Reconstruction, Rehabilitation, and Restoration

### III. Assessment Potential Environment and Social (ES) Impacts of the Proposed Activities

8. **Environment.** Implementation of the activities will be positive and urgently needed, especially for those that affected by the natural disasters. The proposed works are typically small and medium-scale works, and mainly involve rehabilitation and reconstruction of damaged roads and bridges outlined in above. The potential negative impacts are expected to be moderate, localized; and temporary that can be mitigated through the implementation of the existing safeguards instruments of the project and close supervision by the environment and social specialist/consultant, as well as the field engineer or supervision consultant within the executing agency. No activities are expected to require mitigation measures that fall out of the scope covered in ESMF. The two proposed CERC activities will not involve much of debris removal and disposal since these have been completed during emergency responses. Spoil disposal will be limited to earthwork in liquefaction areas and one spot in particularly in RR-02 (i.e. South Dolo) where landslide material from the mountains have been brought down by water flow through the river. Few excavators continued to remove the material from river canal and the material was deposited on the road shoulder. These materials should be properly disposed to avoid run-off, blocking drainages during rains. Annex 4 of the ESMF (ECOP, Section 5.5 – 5.8) provides guidelines in handling these materials (e.g. debris, construction material, spoil, earthworks). In addition to provisions on materials handling and disposal, under Section 5.2, it also requires traffic management for transporting these materials. Both materials handling and disposal, and traffic

management are included as Special Environmental Clauses (Annex 6 of ESMF, Section 1.17.2 Environmental Management, p 64-68)

9. **Social.** The mission also undertook an initial assessment on possible social impact of the implementation of the civil works along the above-mentioned road packages, especially related to land acquisition, resettlement and Indigenous Peoples aspects. In terms of social impacts, there is no issue on land acquisition or resettlement for the proposed packages as the proposed works are in the existing road right of way (ROW) and no widening in asphalt work. No land issue on road widening for the access to relocation site since the area of the relocation sites is the local government owned land. The CERC only finances the widening of the existing access road connecting the existing provincial roads to the main entrance of the relocation sites with the road length around 500m. The widening of access roads to the relocation sites are all on public land owned by local government.

10. There are no other impacts about land for the proposed works such as physical displacement of households, loss of income sources or other means of livelihoods. In the areas affected by liquefaction, geotechnical investigation is on-going to assess reconstruction can be done based on original alignment. The detailed design will be prepared based on the geotechnical findings.

11. Based on the site visit, the locations of the proposed roads under CERC are in urban and peri-urban areas, and interview with local community showed there is no indigenous peoples in the areas. This information has also been cross-checked with the World Bank database for indigenous community in Central Sulawesi.

12. In the RR-01 covering national roads, structures along the road sections severely affected by earthquake and tsunami have been abandoned by the owners. Except in the section of Malonda – Ampera (Section no: 19, Figure 2) that was less impacted, the economy activity has been back to normal.

13. For the RR-02, all proposed activities will be on local government road networks with most of population living beside the roads. Thus, there will be interaction between the community and the workers; the workers for this package will be both local and non-local. As for the RR-01, interaction of workers with community for road sections severely affected is less likely because the community has abandoned their structures. As consequences, the civil works in RR-01 package will mostly use non-local workers. Hiring workers in the construction works will give priority to local community since it will help those affected to earn some income.

#### **IV. Scope of Existing ESMF and Assessment of Safeguards Requirements**

14. The WINRIP has triggered three safeguards policies i.e. OP 4.01 Environmental Assessment; OP 4.11 Physical Cultural Resources; and OP 4.12 Involuntary Resettlement. The project has the existing ESMF and LARPF (Land Acquisition and Resettlement Policy Framework) been approved and disclosed at the WB and PMU websites.

15. Environmental Assessment OP 4.01 - Based on the site visit and preliminary agreement on measures to be taken, all proposed civil works are covered in existing ESMF. Similar to WINRIP, potential impact from the proposed sub projects will mostly be associated with construction activities. Impact will be mostly site specific occurring primarily along the alignment of these selected road sections and bridges. Some impacts

may also occur at offsite locations such as at quarries or spoil disposal sites. These potential impacts are not likely to lead to cumulative and/or induced impacts on natural habitats or critical natural habitats. Therefore, in compliance with Environmental Assessment OP4.01, the proposed RR-01 and RR-02 are categorized as “B”. Based on the initial screening of these sub projects, the preparation of environmental assessments (e.g. UKL/UPL) and environmental and social management plans (e.g. RKL/RPL) will be required to meet GOI’s requirement. As for the Bank, the sub-project environmental impacts will be addressed by applying a set of comprehensive Environmental Codes of Practice (ECOP) contained in Annex 4 of the ESMF. The ECOP should be furnished by the contractor as contractor environmental and social management plan (C-ESMP also known as RKPPL) to PMU who then submit it to the World Bank for review.

16. Physical Cultural Resources OP4.11 – the chance finds procedures for physical cultural resources are in place in the ESMF (refer to Section 5.14 page 58). These chance finds procedures do not cover in case dead body is discovered during the reconstruction work, e.g. excavation work on sections affected by the liquefaction. In such case, the contractor shall stop the work and notify the local government (village or sub-district level) who then will coordinate with Regional Disaster Management Agency (BPBD) and police office. The BPBD and police will then recover the body then carry out necessary autopsy (i.e. visum et repertum). If victim is identified, family or relative will be notified, and funeral ceremony will be arranged by village or sub-district office. If identification is not possible or family and relative could not be found, sub-district or village office will arrange funeral ceremony and bury the body at the nearest local cemetery.

17. Involuntary Resettlement OP 4.12 – Given the proposed works under will be in the exiting ROW and no widening in asphalt works, preparation of Land Acquisition and Resettlement Action Plan (LARAP) documents are not envisaged, including in the section of Kalukubula – Kolawara in where the liquefaction has occurred. In the case of there is realignment change on a proposed road, a LARAP will be prepared in line with the existing Land Acquisition and Resettlement Policy Framework (LARPF) of the project (part II page 21 of the existing ESMF), taking into account the nature and flexibility of the emergency case. A LARAP should be in place and approved prior to any land acquisition or other OP 4.12 related impacts take place and that affected people should be compensated prior to implementation of the activities resulting in OP 4.12 impacts.

18. Based on the site visit, the CERC does not need to trigger new safeguards policies; no Indigenous Peoples is present in the project location (OP 4.10) and the proposed roads project are not located in conservation areas nor it is close to any protected areas (Natural Habitats OP4.04).

19. All key relevant provisions for environmental and social management are already contained in the WINRIP’s ESMF and would remain fully applicable to the CERC. The ESMF specifies the principles, requirements, procedures and institutional arrangements of the environmental and social safeguards management of WINRIP, including the Component 4, i.e. Contingency for Disaster Response. The ESMF includes Environmental Management Framework and Environmental Codes of Practice (COP) and the Land Acquisition and Resettlement Policy Framework (LARPF). It covers the requirements and procedures to screen, identify potential environmental and social impacts, to determine proper safeguards instruments to address potential impacts, to prepare the safeguards instruments, GRM, disclosures, monitoring, and Capacity Building Strategy. It includes templates and formats to carry out these activities.

20. In addition to the existing ESMF, this addendum includes the Environmental, Social, Health and Safety (ESHS), labor influx and Gender Based Violence (GBV), and violence against children (VAC)

provision (Annex 2 and 3). The issue of labor influx and GBV/VAC may need to be assessed when the proposed civil works is located in areas with inhabitants exist and where non-local labor is likely to be mobilized. The assessment on labor influx and GBV will be part of ESIA process and will be included in ESMP document, including labor influx management measures and other plans as needed.

21. Workers hired for civil or other works will have to sign a worker's code of conduct (Annex 2), which covers issues such as preventing gender-based violence, as well as sexual assault and abuse. In addition, construction works or uses of goods and equipment involving forced labor or child labor are prohibited.

22. A Grievance Redress Mechanism will be established and will be ensured to include channels receiving complaints regarding worker issues.

23. Meaningful public consultations for the addendum will be held onsite, inviting local community and other stakeholders. The addendum of the WINRIP's ESMF for the CERC will be disclosed in the <http://www.winrip-ibrd.com/id/> prior to the implementation of the CERC activities.

## V. Environmental and Social Management Framework Process

24. When the CERC component is activated, MPWH will carry out the following steps:

- *Step 1: Application of the ES Screening Form.* The ESMF includes a template to screen the subprojects from the ES point of view (Refer to figure 4.2 of the ESMF). These forms will be used also for the CERC subprojects. Given that the CERC objective is to support immediate priority activities (18 months), the activities or subprojects with involuntary resettlement issues will be avoided.
- *Step 2: Identification of ES issues and preparation of mitigation plans.* Based on the results from Step 1, the PIUs (BALAIs) will prepare an ESMP or SPPL (see Section 4.5 of the WINRIP's ESMF i.e., the criteria for environment and social safeguards instruments for the CERC subprojects) describing the works/activities and mitigation measures to be conducted during detailed design, bidding/contract, repair/restoration, and closure plans, considered the magnitude, scope, and nature of the emergency. The contractor will be required to ensure that all works are safe from significant potential impacts from construction activities and all hazardous wastes are safely and appropriately managed during the implementation of the subproject. Consultation with local authorities and communities will be made during this stage. If involuntary land taking is involved, an abbreviated LARAP will be prepared in close consultation with the Local Governments and the World Bank (WB) safeguard specialists, considering the flexibility for the case of emergencies in terms of the processing and timing, but not the actual substance of applying policy requirements. When LARAP is needed, the LARAP should be in place and approved prior to any land acquisition or other OP 4.12 related impacts take place and that affected people should be compensated prior to implementation of the activities resulting in OP 4.12 impacts.
- *Step 3: WB clearance and GOI approval.* The ESMP, SPPL, LARAP will be cleared by WB (pre or post) as agreed as well as approved by Local Environmental Agencies for the environmental management instruments. The preparation of UKL/UPL and RKL/RPL documents will include issues

on ESHS, Labor influx, GBV, and VAC. The documents will be submitted to the Bank for a clearance before submitted to the relevant government agency for an approval.

- *Step 4: Implementation and M&E.* The approved ESMP, SPPL, LARAP will be implemented according to the agreed implementation arrangement. PIU/*Satkers* at provincial level will monitor the implementation on the ground and report the results to PMU.
- *Step 5: Completion and Evaluation.* Once the CERC subproject has been completed, PMU will monitor and evaluate the results before closing the contract. Any pending issues and/or grievance must be solved before the subproject is considered fully completed. PMU will submit the completion report describing the compliance of safeguard performance and submit it to WB when required.

## **VI. Institutional Arrangement for Project Implementation**

25. The current WINRIP project management structure will remain the same for the implementation of the CERC activities. The Directorate General of Highway (DGH) that has vast experiences in managing post natural disasters rehabilitation and reconstruction projects will continue to be the executing agency. The Directorate of Road Development Network (used to be Directorate of Planning) under DGH serves as Project Management Unit (PMU) that is responsible for implementing the measures in this ESMF. A Core Team Consultants (CTC) hired by PMU is tasked to support the PMU in fulfilling its responsibility. With the activation of the CERC, the scope of service of CTC and supervision consultant will be expanded to cover Central Sulawesi. At regional level, Balai XIV as PIU will be responsible for the project implementation.

26. Type of standard bidding documents has not been decided yet; it is either “Works” or “Design and Build”. The standard bidding document will use October 2017 version in which provisions of Environmental, Social, Health and Safety (ESHS) has been incorporated (Annex 1). In addition, the bidding document will include requirements to implement the recommendations of the ESMP (prepared based on ECOP), LARAP, and/or other safeguards instruments as relevant, to be implemented during construction with adequate budget supports.

27. The CERC will be implemented using the existing WINRIP organizational structure presented below.

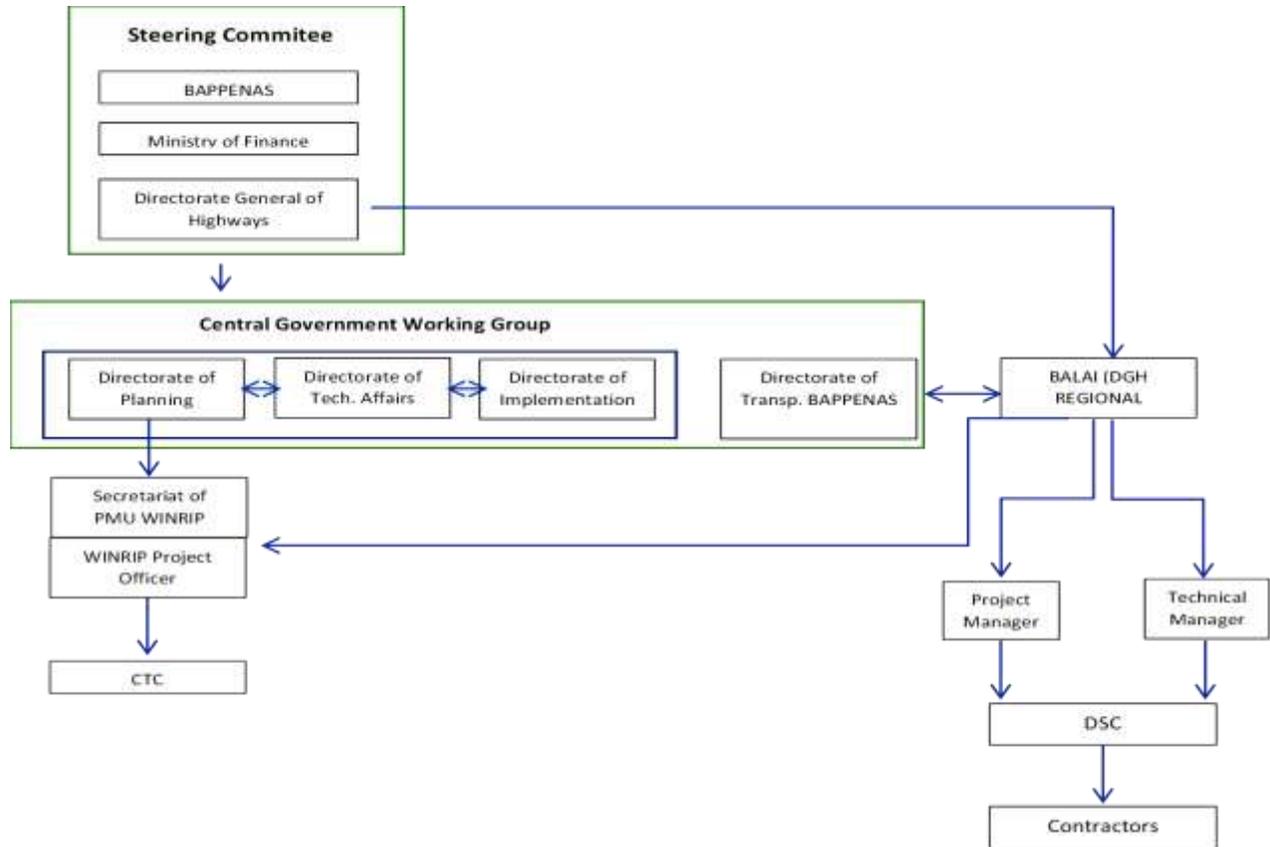


Figure 4. WINRIP Project Organizational Structure

## VII. Schedule for Preparation and Implementation

28. The Balai XIV, supported by the Core Team Consultant (CTC) will lead the preparation of safeguard documents for this CERC activities. The environmental and social safeguard (ESS) instruments, both the World Bank's and the GOI's requirement will be completed by February 2019. The ESS instruments will be prepared in parallel with the preparation of detailed engineering design or concept design (depending on type of bidding document). Once the contractor has been selected, the contractor shall furnish the C-ESMP to PMU. The World Bank will review the C-ESMP and provide clearance before the contractor can commence the work. If realignment of the road section affected by liquefaction and land acquisition is required, the contractor shall not commence work before consultation, disclosure of the LARAPs, and compensation payments are made.



Annex 1. Lists the sections of the bidding documents where Environmental, Social, Health and Safety (ESHS) provisions will be inserted.

ESHS requirement	Standard Procurement Document (October 2017)					
	Works	Small Works	OPBRC	Design and Build	Design, Build and Operate	Consulting Services
<b>Borrower's ESHS Policy/Statement</b>	<ul style="list-style-type: none"> <li>Section VII Works' Requirements: Environmental, Social, Health and Safety Requirements</li> </ul>	<ul style="list-style-type: none"> <li>Section VII Works' Requirements: Environmental, Social, Health and Safety Requirements</li> </ul>	<ul style="list-style-type: none"> <li>Section VII Specifications: Environmental, Social, Health and Safety Requirements</li> </ul>	<ul style="list-style-type: none"> <li>Section VII Employer's Requirements: Environmental, Social, Health and Safety Requirements</li> </ul>	<ul style="list-style-type: none"> <li>Section VII Employer's Requirements: Environmental, Social, Health and Safety Requirements</li> </ul>	<ul style="list-style-type: none"> <li>Section 7 Terms of Reference</li> </ul>
<b>Contractor's/ Contract Manager's Code of Conduct</b>	<ul style="list-style-type: none"> <li>Section II Bid Data Sheet: ITB 11.1 (h);</li> <li>Section IV Bidding Forms;</li> <li>Section VII Works' Requirements: Environmental, Social, Health and Safety Requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Section II Bid Data Sheet: ITB 11.1 (i);</li> <li>Section IV Bidding Forms;</li> <li>Section VII Works' Requirements: Environmental, Social, Health and Safety Requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Section II Bid Data Sheet: ITB 11.1 (h);</li> <li>Section IV Bidding Forms;</li> <li>Section VII Specification: Environmental, Social, Health and Safety Requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Section I Instruction to Proposers: ITP 15.4;</li> <li>Section IV Proposal Forms;</li> <li>Section VII Employer's Requirements: Environmental, Social, Health and Safety Requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Section I Instruction to Proposers: ITP 15.4;</li> <li>Section IV Proposal Forms;</li> <li>Section VII Employer's Requirements: Environmental, Social, Health and Safety Requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Section 3 Technical Proposal: Standard Forms;</li> <li>Section 7 Terms of Reference</li> </ul>
<b>Reporting Requirements: Immediate Notification</b>	<ul style="list-style-type: none"> <li>Section IX PCC: 4.21</li> </ul>	<ul style="list-style-type: none"> <li>Section IX PCC: 26.2</li> </ul>	<ul style="list-style-type: none"> <li>Section IX PCC: 17.3</li> </ul>	<ul style="list-style-type: none"> <li>Section IX PCC: 4.21</li> </ul>	<ul style="list-style-type: none"> <li>Section IX PC: 4.21</li> </ul>	<ul style="list-style-type: none"> <li>Section 7 Terms of Reference</li> </ul>
<b>ESHS declaration</b>	<ul style="list-style-type: none"> <li>Section III Evaluation and</li> </ul>	<ul style="list-style-type: none"> <li>Section III Evaluation and</li> </ul>	<ul style="list-style-type: none"> <li>Section III Evaluation and</li> </ul>	<ul style="list-style-type: none"> <li>Section IV Proposal Forms</li> </ul>	<ul style="list-style-type: none"> <li>Section IV Proposal Forms</li> </ul>	n/a

**Note:** Small works means the contract is less than US\$10 Million, if more than US\$10 Million, the column “Works” provision applies; OPBRC is Output and Performance-Based Road Contracts

ESHS requirement	Standard Procurement Document (October 2017)					
	Works	Small Works	OPBRC	Design and Build	Design, Build and Operate	Consulting Services
	Qualification Criteria: 2.5; • Section IV Bidding Forms (without prequalification)	Qualification Criteria: 2.5; • Section IV Bidding Forms	Qualification Criteria: 2.5; • Section IV Bidding Forms			
<b>Key Personnel</b>	• Section III Evaluation and Qualification Criteria; • Section IV Bidding Forms	• Section III Evaluation and Qualification Criteria; • Section IV Bidding Forms	• Section III Evaluation and Qualification Criteria; • Section IV Bidding Forms	• Section III Evaluation and Qualification Criteria; • Section IV Proposal Forms	• Section III Evaluation and Qualification Criteria; • Section IV Proposal Forms	• Section 7 Terms of Reference (Key Experts)
<b>Specification</b>	• Section VII Works' Requirements: Environmental, Social, Health and Safety Requirements.	• Section VII Works' Requirements: Environmental, Social, Health and Safety Requirements.	• Section VII Specification: Environmental, Social, Health and Safety Requirements.	• Section VII Employer's Requirements: Environmental, Social, Health and Safety Requirements	• Section VII Employer's Requirements: Environmental, Social, Health and Safety Requirements	• Section 7 Terms of Reference
<b>MSIPs</b>	• Section II: Bid Data Sheet ITB 11.1 (h); • Section IV-Bidding Forms	• Section II: Bid Data Sheet ITB 11.1 (i); • Section IV-Bidding Forms	• Section II: Bid Data Sheet ITB 11.1 (h); • Section IV-Bidding Forms	n/a	n/a	n/a
<b>Provisional Sum</b>	• Section IV Bidding Forms • Section VII Works' Requirement	• Section IV Bidding Forms • Section VII Works' Requirement	• Section IV Bidding Forms • Section VII Specifications	• Section IV Proposal Forms; • Section VII Employer's Requirement	• Section IV Proposal Forms; • Section VII Employer's Requirement	n/a
<b>Reporting Requirements: Progress Reports</b>	• Section VIII GCC Appendix C: ESHS	• Section VIII GCC Appendix C: ESHS Metrics	• Section VIII GCC Appendix B: ESHS Metrics	• Section VIII GC Appendix C: ESHS Metrics	• Section VIII GC Appendix C: ESHS Metrics	• Section 7 Terms of Reference

ESHS requirement	Standard Procurement Document (October 2017)					
	Works	Small Works	OPBRC	Design and Build	Design, Build and Operate	Consulting Services
	Metrics for Progress Reports; • Section IX: PCC 4.21	for Progress Reports; • Section IX: PCC 26.2	for Progress Reports; • Section IX: PCC 17.3	for Progress Reports; • Section IX: PCC 4.21	for Progress Reports; • Section IX: PC 4.21	
<b>ESHS Performance Security</b>	• Section II: Bid Data Sheet ITB 48.1 and 48.2; • Section IX PCC 4.2;	• Section II: Bid Data Sheet ITB 48.1 and 48.2; • Section IX PCC 50.1;	• Section II: Bid Data Sheet ITB 47.1 and 47.2; • Section IX PCC 53.3.1 and 53.3.2;	• Section II: Proposal Data Sheet ITB 65.1 and 65.2; • Section IX PCC 4.2;	• Section II: Proposal Data Sheet ITB 65.1 and 65.2; • Section IX PCC 4.2;	n/a

## Annex 2. Addendum on The Guidelines on Labor Influx and Gender-Based Violence (GBV) and Violence Against Children (VAC)

### **Labor influx**

This annex provides guidance on labor influx, GBV and VAC. It will be applied to all works subprojects to be carried out as part of Component 4 of the WINRIP Emergency Component.

Construction of civil works often requires labor force and associated goods and services that cannot be fully supplied locally for a number of reasons, among them worker unavailability and lack of technical skills and capacity. In such cases, the labor force (total or partial) needs to be brought in from outside the project area. In many cases, this influx is compounded by an influx of other people (“followers”) who follow the incoming workforce with the aim of selling them goods and services, or in pursuit of job or business opportunities. The rapid migration to and settlement of workers and followers in the project area is called *labor influx*, and under certain conditions, it can affect project areas negatively in terms of public infrastructure, utilities, housing, sustainable resource management and social dynamics. This guidance covers *temporary* labor influx in contrast to longer-term or permanent migration of workers.

The influx of workers and followers can lead to adverse social and environmental impacts on local communities, especially if the communities are rural, remote or small. Such adverse impacts may include increased demand and competition for local social and health services, as well as for goods and services, which can lead to price hikes and crowding out of local consumers, increased volume of traffic and higher risk of accidents, increased demands on the ecosystem and natural resources, social conflicts within and between communities, increased risk of spread of communicable diseases, and increased rates of illicit behavior and crime. Such adverse impacts are usually amplified by local-level low capacity to manage and absorb the incoming labor force, and specifically when civil works are carried out in, or near, vulnerable communities and in other high-risk situations. While many of these potential impacts may be identified in a project’s Environmental and Social Impact Assessment (ESIA), they may only become fully known once a contractor is appointed and decides on sourcing the required labor force. This means that not all specific risks and impacts can be fully assessed prior to project implementation, and others may emerge as the project progresses. Thus, measures defined in the project Environmental and Social Management Plan (ESMP) to address such problems sometimes may be insufficient. It is therefore important to develop site-specific measures before the contractor starts work and update them as necessary to reflect project developments. Overall, adequate monitoring and adaptive management of the potential impacts from labor influx are key to properly addressing them and mitigating risks.

Labor influx for construction works can lead to a variety of adverse social and environmental risks and impacts. The list below provides a summary of typical adverse social and environmental impacts but is not exhaustive. While many of these impacts could have been present already or might occur regardless of the labor influx, they are likely to be exacerbated by it. The actual type and degree of impact varies significantly depending on the characteristics of the project, community and incoming workforce. This includes the impacts from workers' camps. It may be difficult to separate some impacts from non-project related factors, specifically if the project area experiences broader social, economic and cultural change during the project period, which may be difficult to assess or predict as part of the ESIA.

The list below indicates common categories of social risk associated with labor influx:

- **Risk of social conflict:** Conflicts may arise between the local community and the construction workers, which may be related to religious, cultural or ethnic differences, or based on competition for local resources. Tensions may also arise between different groups within the labor force, and pre-existing conflicts in the local community may be exacerbated. Ethnic and regional conflicts may be aggravated if workers from one group are moving into the territory of the other.
- **Increased risk of illicit behavior and crime:** The influx of workers and service providers into communities may increase the rate of crimes and/or a perception of insecurity by the local community. Such illicit behavior or crimes can include theft, physical assaults, substance abuse, prostitution and human trafficking. Local law enforcement may not be sufficiently equipped to deal with the temporary increase in local population.
- **Influx of additional population (“followers”):** Especially in projects with large footprints and/or a longer timeframe, people can migrate to the project area in addition to the labor force, thereby exacerbating the problems of labor influx. These can be people who expect to get a job with the project, family members of workers, as well as traders, suppliers and other service providers (including sex workers), particularly in areas where the local capacity to provide goods and services is limited.
- **Impacts on community dynamics:** Depending on the number of incoming workers and their engagement with the host community, the composition of the local community, and with it the community dynamics, may change significantly. Pre-existing social conflict may intensify as a result of such changes.
- **Increased burden on and competition for public service provision:** The presence of construction workers and service providers (and in some cases family members of either or both) can generate additional demand for the provision of public services, such as water, electricity, medical services, transport, education and social services. This is particularly the case when the influx of workers is not accommodated by additional or separate supply systems.
- **Increased risk of communicable diseases and burden on local health services:** The influx of people may bring communicable diseases to the project area, including sexually transmitted diseases (STDs), or the incoming workers may be exposed to diseases to which they have low resistance. This can result in an additional burden on local health resources. Workers with health concerns relating to substance abuse, mental issues or STDs may not wish to visit the project’s medical facility and instead go anonymously to local medical providers, thereby placing further stress on local resources. Local health and rescue facilities may also be overwhelmed and/or ill-equipped to address the industrial accidents that can occur in a large construction site.
- **Gender-based violence:** Construction workers are predominantly younger males. Those who are away from home on the construction job are typically separated from their family and act outside their normal sphere of social control. This can lead to inappropriate and criminal behavior, such as sexual harassment of women and girls, exploitative sexual relations, and illicit sexual relations with minors from the local community. A large influx of male labor may also lead to an increase in exploitative sexual relationships and human trafficking whereby women and girls are forced into sex work.
- **Child labor and school dropout.** Increased opportunities for the host community to sell goods and services to the incoming workers can lead to child labor to produce and deliver these goods and services, which in turn can lead to enhanced school dropout.

- **Local inflation of prices:** A significant increase in demand for goods and services due to labor influx may lead to local price hikes and/or crowding out of community consumers.
- **Increased pressure on accommodations and rents:** Depending on project worker income and form of accommodation provided, there may be increased demand for accommodations, which again may lead to price hikes and crowding out of local residents.
- **Increase in traffic and related accidents:** Delivery of supplies for construction workers and the transportation of workers can lead to an increase in traffic, rise in accidents, as well as additional burden on the transportation infrastructure.

The environmental impacts listed below are more likely to be of relevance for projects that require a larger labor force, which results in a bigger project footprint:

- **Inadequate waste disposal and illegal waste disposal sites:** Large populations of workers generate increased amounts of waste, for which no sufficient local waste management capacities may exist, which would likely lead to improper disposal practices.
- **Wastewater discharges:** Project-related activities, along with workers' camps, and a lack of appropriate wastewater discharges may pollute nearby water resources. Major health risks can occur if latrine pits spill over into local streams that are used for drinking water by the host community.
- **Increased demand on freshwater resources:** The provision of clean drinking water and water for hygiene purposes can result in increased pressure on freshwater resources in the project or camp site area.
- **Camp related land use, access roads, noise and lights:** In ecologically sensitive areas, workers' camps can have impacts on the local wildlife. This may include disturbance of species, as well as illegal hunting. In the same context, new access routes for workers' camps may have impacts on natural habitats.
- **Increased deforestation, ecosystem degradation, and species loss:** These can result from forest or land conversion for worker housing and workers' agricultural subsistence activities.
- **Increased use of / demand for natural resources:** This can include logging for construction, fuel-wood collection, use of water resources, farming and grazing, hunting and fishing, trade in endangered species, potential introduction of invasive or non-native species, and land degradation.

Key principles to properly assessing and managing the risks of adverse impacts on communities that may result from temporary project induced labor influx are as below:

• ***Reduce labor influx by tapping into the local workforce.*** The most effective mitigation measure against labor influx is to avoid or reduce it. Depending on the size and the skill level of the local workforce, a share of the workers required for the project may be recruited locally. This is generally easier for unskilled workers, while more specialized staff (typically required in smaller numbers) frequently will be hired from elsewhere. Depending on the requirements of the project and their skill level, it may be possible to train local workers within a reasonable timeframe to meet project requirements. This may be more likely if such trained staff are needed afterwards for the operation and maintenance of the new infrastructure.

• ***Assess and manage labor influx risk based on appropriate instruments.*** The assessment and management of labor influx should be based on risks identified in the ESIA. Depending on the risk factors and their level, appropriate mitigation instruments need to be developed, i.e. ESMP document, including labor influx management plan and worker camp management plan (if required). Risk factors to consider include, but are

not limited to, the following: (i) weak institutional capacity of the implementing agency; (ii) predominant presence of contractors without strong worker management and health and safety policies; (iii) anticipated high volumes of labor influx; (iv) pre-existing social conflicts or tensions; (v) weak local law enforcement, and (vi) prevalence of gender-based violence<sup>3</sup> and social norms towards it in the community; (vii) local prevalence of child and forced labor.

• ***Incorporate social and environmental mitigation measures into the civil works contract.*** Most adverse impacts from labor influx can only be mitigated by the contractor commissioned by the Borrower to carry out the works. It is therefore paramount that the responsibilities for managing these adverse impacts are clearly reflected as a contractual obligation, with appropriate mechanisms for addressing non-compliance.

A Labor Influx Management Plan addresses specific activities that will be undertaken to minimize the impact on the local community, including elements such as worker codes of conduct, training programs on HIV/AIDS, etc. A Workers' Camp Management Plan addresses specific aspects of the establishment and operation of workers' camps.

#### Gender Based Violence

Gender-based violence is an umbrella term for any harmful act that is perpetrated against a person's will, and that is caused by differences in power between people of different genders, i.e., between males and females and people of other gender and sexual identities. Women and girls are more commonly affected by gender-based violence due to the subordinate status of women in many societies, discrimination against them and their higher vulnerabilities to violence. Gender-based violence takes many forms, including sexual, physical, and psychological abuse.

A Code of Conduct and Action Plan for the prevention of Gender Based Violence (GBV) and Violence Against Children (VAC) will be developed for the project and it is a contractual requirement of the consultant and contractor to adopt this as a minimum Code of Conduct, and to fully implement the action plan. The GBV and VAC Code of Conduct is required to facilitate respectful working environments and to help workers interact with communities in a culturally respectful manner and abide by local laws and customs.

### **CODE OF CONDUCT REQUIREMENTS**

A satisfactory code of conduct will contain obligations on all project staff (including sub-contractors and day workers) that are suitable to address the following issues, as a minimum. Additional obligations may be added to respond to particular concerns of the region, the location and the project sector or to specific project requirements. The issues to be addressed include:

1. Compliance with applicable laws, rules, and regulations of the jurisdiction
2. Compliance with applicable health and safety requirements (including wearing prescribed personal protective equipment, preventing avoidable accidents and a duty to report conditions or practices that pose a safety hazard or threaten the environment)
3. The use of illegal substances
4. Non-Discrimination (for example on the basis of family status, ethnicity, race, gender, religion, language, marital status, birth, age, disability, or political conviction)
5. Interactions with community members (for example to convey an attitude of respect and non-discrimination)

6. Sexual harassment (for example to prohibit use of language or behavior, in particular towards women or children, that is inappropriate, harassing, abusive, sexually provocative, demeaning or culturally inappropriate)
7. Violence or exploitation (for example the prohibition of the exchange of money, employment, goods, or services for sex, including sexual favors or other forms of humiliating, degrading or exploitative behavior)
8. Protection of children (including prohibitions against abuse, defilement, or otherwise unacceptable behavior with children, limiting interactions with children, and ensuring their safety in project areas)
9. Sanitation requirements (for example, to ensure workers use specified sanitary facilities provided by their employer and not open areas)
10. Avoidance of conflicts of interest (such that benefits, contracts, or employment, or any sort of preferential treatment or favors, are not provided to any person with whom there is a financial, family, or personal connection)
11. Respecting reasonable work instructions (including regarding environmental and social norms)
12. Protection and proper use of property (for example, to prohibit theft, carelessness or waste)
13. Duty to report violations of this Code
14. Non-retaliation against workers who report violations of the Code, if that report is made in good faith.

The Code of Conduct should be written in plain language and signed by each worker to indicate that they have:

- received a copy of the code;
- had the code explained to them;
- acknowledged that adherence to this Code of Conduct is a condition of employment; and
- understood that violations of the Code can result in serious consequences, up to and including dismissal, or referral to legal authorities.

The assessment of labor influx and GBV/VAC will be part of ESIA and will be included in ESMP, (including labor influx management measures) and other plans as needed. The measures in the ESMP will be reflected in the civil works bidding document and subsequent contracts and will be part of bid document package.

A Grievance Redress Mechanism for community and worker will be prepared and implement it effectively. The terms of reference of supervision engineer will be ensured to include the relevant responsibilities to monitor and report on the implementation of the ESMP and the GRM.

During the construction phase, the contractor will be ensured to:

- Provide a site-specific CESMP with management plans for: (i) work activities; (ii) traffic management; (iii) occupational health and safety; (iv) environmental management; (v) social management; and (vi) labor influx.
- Implement civil works in accordance with CESMP—including all works conducted by sub-contractors under the contractor's control.
- Train workers on roles and responsibilities under these plans, policies and standards.
- Submit regular reports on implementation
- Proactively address any issues that arise.

Annex 3. Pictures from Palu and Lombok

<u>Pictures</u>	<u>Remarks</u>
	<b>RR01</b>  National road that the RR will be in the existing road ROW
 <p>Donggala, Surumana 0°42'28", 119°43'34", 295 05/12/2018 10:48:19</p>	<b>RR 02</b>  Road cracks due to strong earthquakes

**RR01**

A section of the road that needs to be rehabilitated due to the broken of retaining walls and pavements.

**RR02**

District road that the RR will be in the existing road ROW



**RR02**

Current condition of district roads in RR02



### Liquefaction

Area with liquefaction. The reconstruction will use the original alignment