

# INTEGRATED SAFEGUARDS DATA SHEET

## APPRAISAL STAGE

**Report No.: ISDSA8383**

**Date ISDS Prepared/Updated:** 23-May-2014

**Date ISDS Approved/Disclosed:** 23-May-2014

### I. BASIC INFORMATION

#### 1. Basic Project Data

<b>Country:</b>	Russian Federation	<b>Project ID:</b>	P133201
<b>Project Name:</b>	National Urban Transport Improvement Project (P133201)		
<b>Task Team Leader:</b>	Jung Eun Oh		
<b>Estimated Appraisal Date:</b>	27-May-2014	<b>Estimated Board Date:</b>	29-Sep-2014
<b>Managing Unit:</b>	ECSTR	<b>Lending Instrument:</b>	Specific Investment Loan
<b>GEF Focal Area:</b>	Climate change		
<b>Sector(s):</b>	Public administration- Transportation (25%), General information and communications sector (10%), Urban Transport (65%)		
<b>Theme(s):</b>	City-wide Infrastructure and Service Delivery (60%), Municipal governance and institution building (40%)		
<b>Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?</b>			No
<b>Financing (In USD Million)</b>			
Total Project Cost:	272.13	Total Bank Financing:	117.50
Financing Gap:	0.00		
<b>Financing Source</b>			<b>Amount</b>
Borrower			117.50
International Bank for Reconstruction and Development			117.50
Global Environment Facility (GEF)			9.13
Local Govts. (Prov., District, City) of Borrowing Country			28.00
Total			272.13
<b>Environmental Category:</b>	B - Partial Assessment		
<b>Is this a Repeater project?</b>	No		

## 2. Project Development Objective(s) / Global Environmental Objective(s)

### A. Project Development Objective(s)

The project aims to improve urban mobility, accessibility, safety and environmental sustainability of transport systems in selected cities of the Russian Federation.

### B. Global Environmental Objective(s)

The project aims to reduce greenhouse gas emissions in transport sector of the Russian Federation.

## 3. Project Description

Component 1. Improvement of the National Policy for Sustainable Development of Urban Transport Systems (US\$5 million IBRD loan, US\$5 million federal budget and US\$1,632,420 GEF grant). This component will support improvement of the federal-level legal and institutional basis for sustainable development of urban transport systems in Russian cities.

Component 2. Sustainable Urban Transport Pilot Program in Three Russian Cities (US\$100 million IBRD loan, US\$100 million federal budget, US\$5,500,000 GEF grant, and parallel financing from budgets of three cities at about \$20 million). Three cities—one small (population less than 300,000), one medium-sized (300,000 – 1 million), and one large (greater than 1 million)—were selected jointly by the Ministry of Transport, Moscow Oblast Government and the World Bank, based on the review of the cities' preparedness, interest and willingness, and the likelihood of demonstration effects.

Component 3. Development of Institutional and Technical Capacity in Municipalities for Urban Transport System Planning and Management (US\$10 million IBRD loan, US\$10 million federal budget, US\$2 million GEF grant, and parallel financing from budgets of selected cities at about \$8 million). This component finances technical assistance to multiple cities, which will be competitively selected according to the selection framework to be approved by the Interagency Project Implementation Board. The selected cities will receive technical assistance for analytical work or project preparation activities in support of environmentally and socially sustainable urban transport systems.

Component 4. Project Management (\$2.5 million IBRD loan and \$2.5 million federal budget). This component will finance activities to be carried out by the Project Implementation Unit (PIU) during implementation under the tripartite Agency Agreement with the Ministries of Finance and Transport, as well as project preparation activities if a subsequent IBRD-financed project is proposed to be implemented by the Ministry of Transport.

## 4. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

The project would support urban transport pilot projects in three selected cities (St. Petersburg, Lipetsk, and Balashikha). Candidate areas for pilot projects would include (i) improvement of traffic management systems, potentially including advanced technologies of intelligent transportation systems (ITS), (ii) improvement of public transport infrastructure, vehicles and services, (iii) development and implementation of a city-wide parking plan, (iv) improvement of road traffic safety and non-motorized transport, and (v) implementation of various transportation demand management measures. It is expected that planned interventions will be small scale and limited to specific locations. Physical impacts may include standard small-scale construction and reconstruction of various elements of urban transport infrastructure (improvement of geometry of crossings, public

transportation stops, parking space within the pavement areas, etc) and their negative environmental impacts can be mitigated by good construction and housekeeping practices. Project activities may lead to some temporary relocation and/or loss of income or productive assets of businesses and individuals who operate on project sub-sites. Also, the project will have overall positive environmental effect which will be achieved through reduction of air emissions (both GHG and local pollutants) from urban transport due to better urban spatial planning and traffic congestion management.

## 5. Environmental and Social Safeguards Specialists

Alexei Slenzak (ECSEN)

Nicolas Perrin (ECSSO)

Jennifer Shkabatur (ECSSO)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/ BP 4.01	Yes	The project will finance improvements in urban transport infrastructure and services. Environmental impacts will be limited and site-specific and will be mitigated by good construction and housekeeping practices. Environmental Management Framework (EMF) was prepared and will serve as a basis for preparation of site-specific EMP Checklists. Environmental Impact Assessment (EIA/OVOS) will be prepared for each site as part of design documentation. EMF and site-specific EMP Checklists will be followed by Contractors, as part of preparation of final construction drawings.
Natural Habitats OP/BP 4.04	No	
Forests OP/BP 4.36	No	
Pest Management OP 4.09	No	
Physical Cultural Resources OP/ BP 4.11	No	Due to their physical/technical nature project activities are not expected to have an impact on physical cultural resources. In case project activities take place in the historic part of St. Petersburg (central districts Admiralteisky, Vasileostrovsky, Petrogradsky, and Central) , the design documentation will be reviewed and cleared by local governmental body for protection of the cultural heritage. Activities to be implemented within the protection zones for the cultural heritage objects of St. Petersburg (historic buildings, monuments, etc.) shall include historical-cultural (historical-architectural and historical- town planning) master plan. In this

		case Physical Cultural Resources Action Plan will be prepared for specific project activities. All contracts for works will include provisions for chance finds procedure.
Indigenous Peoples OP/BP 4.10	No	
Involuntary Resettlement OP/BP 4.12	Yes	<p>The project will finance improvements in urban transport infrastructure and services. All project activities will be implemented on public land (municipal or federal). Project activities which require private land acquisition will not be eligible for financing. The Safeguards Policy on Involuntary Resettlement OP 4.12 is triggered as the project may involve some temporary relocation and/or loss of income or productive assets during Project-related activities. A Resettlement Policy Framework was prepared and it will be disclosed by MinTrans and in the three participating cities prior to appraisal. Site Specific resettlement action plans (RAPs) will be prepared, as required, based on the RPF after identification of the sub-project sites, disclosed, consulted with the Project affected people, and implemented prior to commencement of works under any subproject which triggers OP/BP 4.12 Involuntary Resettlement.</p> <p>The Ministry of Transport together with the PIU will conduct initial pre-screening of project sites to check for squatters/informal use of land, and will communicate World Bank safeguard requirements to municipal authorities.</p>
Safety of Dams OP/BP 4.37	No	
Projects on International Waterways OP/BP 7.50	No	
Projects in Disputed Areas OP/BP 7.60	No	

## II. Key Safeguard Policy Issues and Their Management

### A. Summary of Key Safeguard Issues

<p><b>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</b></p>
<p>The activities to be financed under the project would involve mostly small-scale construction (i.e. bus stops, information stands, road signs, minor adjustment of alignment to arrange bus stops and crossings, etc.). Also, the activities may involve generation of small volumes of construction and other waste (disposal of old public transport stock). Significant part of the investments will involve</p>

procurement and introduction to operation of GIS, communication and monitoring systems, meteorological stations, and other electronic equipment and devices for traffic management, and training (Category C-type of investments). Overall, the project is assigned Environmental Category B.
No large-scale, significant and/or irreversible impacts are expected.
<b>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</b>
Overall, the project will have positive long-term social and environmental effects. No indirect and/or long-term impacts are anticipated as a result of project activities.
<b>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</b>
N/A
<b>4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.</b>
<p>A Environmental Management Framework (EMF) was prepared by the Borrower in 2014, , and it will be disclosed in the Ministry of Transport and the three participating cities, as well as on the World Bank website prior to appraisal. The EMF documents potential negative impacts, proposed mitigation measures and monitoring plan for implementation of mitigation measures during implementation of the sub-project. Site-specific EMP Checklists will be prepared at the stage of detailed design of the sub-projects. The site-specific EMP Checklists for sub-projects in St. Petersburg, Lipetsk and Balashikha will take into account comments and proposals received during public consultations on EMF.</p> <p>A Resettlement Policy Framework (RPF) was prepared by the Borrower in 2014, and it will be disclosed in the Ministry of Transport and the three participating cities, as well as on the World Bank website prior to appraisal. Site Specific resettlement action plans (RAPs) will be prepared, as required, based on the RPF after identification of the sub-project sites, disclosed, consulted with the Project affected people, and implemented prior to commencement of works under any subproject which triggers OP/BP 4.12 Involuntary Resettlement.</p>
<b>5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.</b>
<p>Key project stakeholders include the general public of the municipalities involved in the project, Ministry of Transport, local administrations.</p> <p>Public consultations on the EMF are being organized by MinTrans and the PIU upon EMF's disclosure. They will solicit comments and proposals from interested stakeholders. Disclosure of and public consultations on site-specific EMP Checklists will take place in participating municipalities at a later stage, upon completion of preparation of design documentation, including preparation of OVOS for specific sub-projects.</p> <p>Public consultations on the RPF are being organized by MinTrans and the PIU upon RPF's disclosure. They will solicit comments from a wide range of stakeholders in the participating municipalities.</p>

## **B. Disclosure Requirements**

<b>Environmental Assessment/Audit/Management Plan/Other</b>
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Date of receipt by the Bank	14-Apr-2014
Date of submission to InfoShop	21-May-2014
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
Russian Federation	21-May-2014
<i>Comments:</i>	
<b>Resettlement Action Plan/Framework/Policy Process</b>	
Date of receipt by the Bank	17-Apr-2014
Date of submission to InfoShop	21-May-2014
"In country" Disclosure	
Russian Federation	21-May-2014
<i>Comments:</i>	
<b>If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.</b>	
<b>If in-country disclosure of any of the above documents is not expected, please explain why:</b>	

### *C. Compliance Monitoring Indicators at the Corporate Level*

<b>OP/BP/GP 4.01 - Environment Assessment</b>			
Does the project require a stand-alone EA (including EMP) report?	Yes [ <input checked="" type="checkbox"/> ]	No [ <input type="checkbox"/> ]	NA [ <input type="checkbox"/> ]
If yes, then did the Regional Environment Unit or Sector Manager (SM) review and approve the EA report?	Yes [ <input checked="" type="checkbox"/> ]	No [ <input type="checkbox"/> ]	NA [ <input type="checkbox"/> ]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [ <input checked="" type="checkbox"/> ]	No [ <input type="checkbox"/> ]	NA [ <input type="checkbox"/> ]
<b>OP/BP 4.12 - Involuntary Resettlement</b>			
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [ <input checked="" type="checkbox"/> ]	No [ <input type="checkbox"/> ]	NA [ <input type="checkbox"/> ]
If yes, then did the Regional unit responsible for safeguards or Sector Manager review the plan?	Yes [ <input checked="" type="checkbox"/> ]	No [ <input type="checkbox"/> ]	NA [ <input type="checkbox"/> ]
<b>The World Bank Policy on Disclosure of Information</b>			
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [ <input checked="" type="checkbox"/> ]	No [ <input type="checkbox"/> ]	NA [ <input type="checkbox"/> ]
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes [ <input checked="" type="checkbox"/> ]	No [ <input type="checkbox"/> ]	NA [ <input type="checkbox"/> ]
<b>All Safeguard Policies</b>			
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [ <input checked="" type="checkbox"/> ]	No [ <input type="checkbox"/> ]	NA [ <input type="checkbox"/> ]

Have costs related to safeguard policy measures been included in the project cost?	Yes [ <input checked="" type="checkbox"/> ]    No [ <input type="checkbox"/> ]    NA [ <input type="checkbox"/> ]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [ <input checked="" type="checkbox"/> ]    No [ <input type="checkbox"/> ]    NA [ <input type="checkbox"/> ]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [ <input checked="" type="checkbox"/> ]    No [ <input type="checkbox"/> ]    NA [ <input type="checkbox"/> ]

### III. APPROVALS

Task Team Leader:	Name: Jung Eun Oh	
<b><i>Approved By</i></b>		
Regional Safeguards Advisor:	Name: Esma Kreso (RSA)	Date: 23-May-2014
Sector Manager:	Name: Juan Gaviria (SM)	Date: 23-May-2014