

INTEGRATED SAFEGUARDS DATA SHEET

CONCEPT STAGE

Report No.: ISDSC1385

Date ISDS Prepared/Updated: 15-Nov-2012

I. BASIC INFORMATION

A. Basic Project Data

Country:	Russian Federation	Project ID:	P133201
Project Name:	National Urban Transport Improvement Project (P133201)		
Task Team Leader:	Jung Eun Oh		
Estimated Appraisal Date:	00-undefined-0000	Estimated Board Date:	02-Dec-2013
Managing Unit:	ECSTR	Lending Instrument:	Specific Investment Loan
Sector:	Public administration- Transportation (25%), General information and communications sector (10%), Urban Transport (65%)		
Theme:	City-wide Infrastructure and Service Delivery (60%), Municipal governance and institution building (40%)		
Financing (In USD Million)			
Financing Source		Amount	
Borrower		119.00	
International Bank for Reconstruction and Development		119.00	
Global Environment Facility - IBRD as Implementing Agency		9.00	
Local Govts. (Prov., District, City) of Borrowing Country		26.00	
Total		273.00	
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

B. Project Objectives

The proposed project aims (i) to improve the quality and condition of urban transport while reducing adverse environmental impacts of transport in three pilot cities, through physical investments and operational and technological improvements, and (ii) to strengthen the institutional and technical capacity in several Russian cities in planning and managing urban transport systems.

C. Project Description

Component 1: Development of a National Framework for Improvement of Urban Transport Systems (estimated \$5 million IBRD Loan, \$5 million Borrower funds and \$1.1 million GEF Grant). This component will support development of a national framework for urban transport, which would provide an enabling environment for municipalities to improve the condition and quality of their urban transport systems and to develop the institutional and technical capacity. To that end, this component would support the following activities: (i) Development and adoption of a national strategy for urban transport improvements; (ii) Introduction of high-priority legal reforms; (iii) Creation of a Federal Urban Transport Center; (iv) Development and delivery of an urban transport learning program for policy-makers and practitioners in all Russian cities by the Federal Urban Transport Center; and (v) Development and dissemination of toolkits by the Federal Urban Transport Center.

Component 2: Pilot Program for Urban Transport Improvements (estimated \$100 million IBRD loan, \$100 million Borrower funds and \$5.5 million GEF Grant). This component will support urban transport pilot projects in three cities, with co-financing by participating cities (the amount to be determined). 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 TDM measures. Pilot projects will be selected by municipal administrations, based on their long-term transport strategy and investment programs. At the same time, the Bank and the Ministry of Transport will ensure that the selected projects align with the overarching policy objective—creation of environmentally, socially and financially sustainable urban transport systems—and comply with the eligibility criteria, which will be developed and agreed upon both by the Bank and the Ministry of Transport.

Component 3: Capacity-Building for Municipalities in Planning and Management of Urban Transport Systems (estimated \$10 million IBRD loan, \$10 million Borrower funds and \$2 million GEF grant). Under this component technical assistance will be provided to cities including those that are not selected under Component 2. Selected cities would receive advisory and technical assistance in one priority area, candidates of which include development of comprehensive transport strategies, establishment or strengthening of key administrative units in the city administration (e.g., city transport department, traffic management center, and public transport authority), development of technical plans concerning specific sub-sectors of urban transport such as road safety, parking and ITS, and installation of traffic management software and staff training. Cities would be invited to participate in an open competition for the money, under two windows: small cities (population under 300,000) and medium-to-large cities (population 300,000 or more). Participating cities may be required to provide co-financing as necessary.

Component 4: Project management (estimated \$4 million IBRD loan, \$4 million Borrower funds and \$490,000 GEF Grant). This component will finance project management activities that would be performed by a Project Implementation Unit (PIU) to be engaged by the implementing agency—Ministry of Transport.

D. 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 (yet to be identified). 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 TDM measures. It is expected that planned interventions will be small scale and limited to specific locations. Physical impacts may include standard construction and reconstruction of various elements of urban transport infrastructure (improvement of geometry of crossings, public transportation stops, parking lots etc) and their negative environmental impacts can be mitigated by good construction and housekeeping practices. 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.

E. Borrowers Institutional Capacity for Safeguard Policies

The project will be implemented by the PIU selected by the Ministry of Transport. This will be one of several PIUs in the Russian Federation which have experience of implementation of the World Bank's projects. The PIU will rely on environmental expertise of its staff or external consultant to supervise compliance of project implementation with requirements of environmental and social safeguards.

F. Environmental and Social Safeguards Specialists on the Team

Alexei Slenzak (ECSEN)

Nicolas Perrin (ECSSO)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

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) will be prepared and will serve as a basis for preparation of site-specific Environmental Management Plans (EMPs). Environmental Impact Assessment (EIA/OVOS) will be prepared for each site as part of design documentation. Based on EMF and data of EIA/OVOS site-specific EMPs will be prepared to 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	TBD	Municipal authorities in the respective sub-project locations will verify and confirm to the World Bank whether physical or cultural

		resources will be affected prior to project appraisal.
Indigenous Peoples OP/BP 4.10	No	
Involuntary Resettlement OP/BP 4.12	Yes	The project will finance improvements in urban transport infrastructure and services. OP 4.12 is triggered as a precautionary measure, social impacts, if any, will be limited and site-specific, because of the possibility that siting of improvements may cause displacement of persons using or occupying public land. A Resettlement Policy Framework will be prepared prior to project appraisal and will serve as a basis for preparation of site-specific Resettlement Action Plan (RAP). 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 Ministry of transport/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.
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	

III. SAFEGUARD PREPARATION PLAN

- A. Tentative target date for preparing the PAD Stage ISDS: 31-Jul-2013**
- B. Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing¹ should be specified in the PAD-stage ISDS:**

An Environmental Management Framework (EMF) will be prepared to guide the preparation of site-specific EMPs once specific sites are selected. For small-scale works it is recommended that the Checklist EMP be used.

IV. APPROVALS

Task Team Leader:	Name: Jung Eun Oh	
Approved By:		
Regional Safeguards Coordinator:	Name: Agnes I. Kiss (RSA)	Date: 15-Nov-2012
Sector Manager:	Name: Juan Gaviria (SM)	Date: 20-Nov-2012

¹ Reminder: The Bank's Disclosure Policy requires that safeguard-related documents be disclosed before appraisal (i) at the InfoShop and (ii) in country, at publicly accessible locations and in a form and language that are accessible to potentially affected persons.