

INTEGRATED SAFEGUARDS DATA SHEET

CONCEPT STAGE

Report No.: ISDSC1453

Date ISDS Prepared/Updated: 28-Apr-2014

Date ISDS Approved/Disclosed: 29-Apr-2014

I. BASIC INFORMATION

A. Basic Project Data

Country:	India	Project ID:	P132418
Project Name:	Efficient & Sustainable City Bus Services (P132418)		
Task Team Leader:	Nupur Gupta		
Estimated Appraisal Date:	15-May-2014	Estimated Board Date:	09-Jul-2014
Managing Unit:	SASDT	Lending Instrument:	Specific Investment Loan
GEF Focal Area:	Climate change		
Sector(s):	Public administration- Transportation (20%), Urban Transport (80%)		
Theme(s):	Infrastructure services for private sector development (5%), Gender (5%), Other urban development (65%), Climate change (25%)		
Financing (In USD Million)			
Total Project Cost:	129.01	Total Bank Financing:	0.00
Financing Gap:	0.00		
Financing Source		Amount	
Borrower		118.89	
Global Environment Facility (GEF)		10.12	
Total		129.01	
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

B. Project Objectives

The project's development objective is to promote a shift to environmentally sustainable modes of transport through a more comprehensive focus on city bus transport.

C. Project Description

This proposed project intends to fund the incremental activities aimed to enhance sustainability,

energy efficiency, and quality of city bus services, and therefore the potential for GHG emissions reductions from the baseline project.

The project comprises the following components:

Component 1: Capacity building and Technical Assistance on Policy, Regulatory, Fiscal issues (GEF US\$ 0.7M, co-finance US\$ 2.0M): As part of this component, policy, regulatory and fiscal constraints will be reviewed at national, state and city levels to promote efficient and high quality city bus services and policy notes developed for discussion and debate among key stakeholders. Capacity building initiatives involving development of knowledge materials, training activities, knowledge sharing through website/newsletters and cross learning events etc. in cutting edge areas aimed at development of the overall urban bus sector in the country shall form part of this component.

Component 2A: City Demonstration Projects (GEF US\$ 6M, co-finance US\$ 113 M): This component shall support physical improvements targeted at modernizing the city bus services in demonstration cities including (i) modern depot equipment for improved maintenance and life of buses, (ii) modern Intelligent Transport Systems (ITS) and Management Information Systems (MIS) - to make the services more user friendly and for improved planning and management of operations to enable optimal use of resources. Four cities have been selected as demonstration pilots. These are Bhopal, Chandigarh, Jaipur and Mira Bhayandar.

Component 2B: Capacity Building & Technical Assistance to Demonstration Cities (GEF US\$ 2.1m, co-finance US\$ 0.92m) : The capacity building and technical assistance component is targeted at supporting the modernization efforts of selected demonstration cities. These shall include the following kinds of activities (i) institutional strengthening, capacity building and training, (ii) business planning including route planning and rationalization for better utilization of buses, (iii) marketing and branding, (iv) technical support with private sector participation including mainstreaming of informal sector, (v) vehicle and driver performance management with a view to improving fuel efficiency, (vi) incremental operational expenses.

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

The candidate cities for demonstration investments are Bhopal (population 1.7 million), Chandigarh (1 million), Jaipur (3 million), and Mira-Bhayander (0.8 million). Mira-Bhayander is part of the Mumbai Metropolitan Region on the west coast of India. Chandigarh is a federally administered high income city that serves as a capital of two north Indian states – Haryana and Punjab. Jaipur is the capital of Rajasthan, the largest state in India. Bhopal is the capital of Madhya Pradesh in Central India and is known for its lake system.

The physical improvements under component 2 A , targeted at modernizing city bus services in demonstration cities are largely planned to be executed in the existing bus depots and bus stops. However, in some cases such physical improvements and installation may be proposed at new sites for bus depots too. In such cases both existing and new sites when identified would require to be screened for any possible impacts on surrounding natural resources as applicable as well as need for resettlement and loss of livelihood etc. For Mira Bhayander, due to its proximity to the coast, mangroves covered areas are located close to two currently identified candidate sites and would require protection/ suitable management measures. An environment and social framework prepared for ongoing India Sustainable Urban Transport Project shall be updated to reflect new cities, sub

project level activities any additional issues based on the potential sites to be identified during the project preparation.

Large scale land acquisition or resettlement is not envisaged under this project. However, all the sub activities as part of the overall project in the select cities will be subject to social screening to identify/confirm need for land acquisition and resettlement. Any proposed site requiring land acquisition or displacement will require a detailed social assessment and preparation of Resettlement action plan acceptable to the Bank. All sites would also be subject to environmental screening followed by an adequate level of environmental assessment and preparation of management plan.

E. Borrowers Institutional Capacity for Safeguard Policies

MoUD, GoI has some capacity for safeguards policies, mostly outsourced from consultants, since it is partnering with the Bank on the on-going India Sustainable Urban Transport Project. However, the pilot cities are engaging substantively with the Bank on the Urban Transport agenda for the first time and have no prior experience of applying safeguards policies provisions of the Bank. However, they may have some experience of handling environmental management and social issues under Jawaharlal Nehru Urban Renewal Mission to the extent that the activities would have required regulatory clearances under national/local regulations. This capacity will be supplemented with deployment of Project Preparation and Management Consultant teams with suitable environmental and social expertise.

F. Environmental and Social Safeguards Specialists on the Team

Gaurav D. Joshi (SASDI)

Sangeeta Kumari (SASDS)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/ BP 4.01	Yes	Proposed activities will require adequate level of environmental assessment, especially to ensure proper consideration of impacts on the local environment. Currently identified activities include construction of bus maintenance infrastructure and installation of passenger information components in bus-stops in cities. This will be city-specific and guided by a common framework, which will be based on the ESMF prepared for the SUTP.
Natural Habitats OP/BP 4.04	TBD	While no recognized protected areas are known to be present in the current proposed locations, since some of the areas are in the outskirts of cities, there is a possibility of presence of patches that may act as havens for wildlife, such as mangroves close to some candidate sites in the city of Mira Bhayander. This will be investigated further as project preparation progresses. This will be done through secondary

		data and site visits during preparation of city-specific investment plans.
Forests OP/BP 4.36	No	No Forests are likely to be impacted by the project. The project activities are likely to be in urban areas where Forests are unlikely to be found.
Pest Management OP 4.09	No	The project activities do not require use of pesticides.
Physical Cultural Resources OP/BP 4.11	Yes	While no important cultural properties are known to be close to the currently proposed locations, there may be locally important shrines/other resources that may be identified during the ongoing studies. Moreover, chance-finds cannot be ruled out as construction on project activities progresses. These will be included in the ESMF and suitably incorporated into the management plans for city specific investments.
Indigenous Peoples OP/BP 4.10	No	None of the cities have any recognized tribal groups with distinct identity.
Involuntary Resettlement OP/BP 4.12	Yes	Some of the sites may have their edges/ boundaries encroached or may require additional land for project activities. This is being assessed as part of project preparation for each city as part of Detailed Project Report preparation. A separate chapter will be provided in the DPR to reflect the benefits and likely negative environmental and social impacts of the project activities. In case need for land acquisition or displacement is identified a sub project specific Resettlement action plan shall be prepared based on the Resettlement Framework to be developed under the ESMF.
Safety of Dams OP/BP 4.37	No	No dams are involved in the project.
Projects on International Waterways OP/BP 7.50	No	The project does not affect any international waterway.
Projects in Disputed Areas OP/BP 7.60	No	The candidate cities do not fall in Disputed Areas.

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 06-May-2014

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:

ESMF including RPF, as required, to be ready by May 2014.

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.

IV. APPROVALS

Task Team Leader:	Name: Nupur Gupta	
<i>Approved By:</i>		
Regional Safeguards Coordinator:	Name: Francis V. Fragano (RSA)	Date: 28-Apr-2014
Sector Manager:	Name: Karla Gonzalez Carvajal (SM)	Date: 29-Apr-2014