

INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

Report No.: ISDSC501

Date ISDS Prepared/Updated: 03-Apr-2012

I. BASIC INFORMATION

A. Basic Project Data

Country:	China	Project ID:	P128919
Project Name:	CHINA: ZHENGZHOU URBAN RAIL PROJECT (P128919)		
Task Team Leader:	Gerald Paul Ollivier		
Estimated Appraisal Date:	14-Dec-2012	Estimated Board Date:	06-Aug-2013
Managing Unit:	EASCS	Lending Instrument:	Specific Investment Loan
Sector:	Urban Transport (90%), Public administration- Transportation (10%)		
Theme:	Other urban development (90%), Municipal governance and institution building (10%)		
Financing (In USD Million)			
Financing Source			Amount
Borrower			2180.00
International Bank for Reconstruction and Development			250.00
Total			2430.00
Environmental Category:	A - Full Assessment		
Is this a Repeater project?	No		

B. Project Objectives

The proposed project development objective (PDO) is to improve sustainable mobility in Zhengzhou by providing integrated and accessible public transport of suitable capacity and quality along the Line 3 corridor from Xinglongpu Lu to Hang Hai Dong Lu station.

C. Project Description

The project would support the development of Line 3 of the Zhengzhou urban rail system from Xinglongpu Lu to Hang Hai Dong Lu station. This includes the construction of 22.5 km of urban rail, 20 stations, including 9 transfer stations and one depot; systems for power supply, signaling, communications, train control, fare collection, drainage, fire fighting, ventilation, air conditioning and monitoring; rolling stock; integration with other transport modes; and all stations and other ancillary activities required to complete construction and support operations. The preliminary cost estimate is US\$2.43 billion, or US\$108 million per km. This line is fully self standing and not dependent on future extensions, which may take place after 2020.

The proposed project components to be financed by the Bank loan are:

- a) Civil Works (US\$ 212 million): Construction of six contiguous stations between Baizhuangjie and Hanghai Dong Lu stations and one depot. These proposed stations include a range of stations typical of other stations in the city urban network in areas with different density levels: two transfer stations, one station that may become a transfer station, a regular station, a terminal station, and a station with a large stabling area for trains. The station would include the necessary interchange with other transport modes where appropriate. The depot would be in the outskirts of the city in a rural area.
- b) Equipment (US\$ 38 million): Procurement and installation of critical systems to support operations, including (but not necessarily limited to): power supply, elevator/escalators, and communications systems.
- c) Technical Assistance (US\$ 2 million): Provision of: (i) Study and guidelines on multi-modal system integration; (ii) Study on increasing public transport quality and usage, with emphasis on implementing integrated land use planning along the corridor; (iii) Project management capacity building, including risk management best practices; and (iv) Operations management support.

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

The project is located in Zhengzhou City, capital city of Henan Province in middle of China.

E. Borrowers Institutional Capacity for Safeguard Policies

This is the first Bank financed project to be prepared and executed by the City of Zhengzhou alone. As such, the City has limited experience with the Bank's Safeguard Policies. In order to effectively address the social safeguard issues, Zhengzhou has retained the Engineering Resettlement Research Center (ERRC) of Wuhan University with previous experience in preparing social and resettlement components of the Bank funded projects. To address the environmental issues, Zhengzhou has retained the Environmental Protection Center (EPC) of Ministry of Transportation

(MOT) to prepare the EA reports. To further assist them, the Bank mission provided them with guidance, booklets and CD ROM on the World Bank Safeguard Policies. The Bank's social and environmental specialists will work closely with the City and its Consultant to provide further guidance and if necessary, training to assist them with successful preparation of the RAP and EA reports.

F. Environmental and Social Safeguards Specialists on the Team

Yiren Feng (EASCS)

Jun Zeng (EASCS)

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II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>The proposed project will have substantial net positive environmental benefits through promotion of mass public transport and consequent reduction of vehicle emissions at city level. Based on initial environmental screening, there are no ecologically sensitive sites affected by the project, given its urban context.</p> <p>The major environmental concerns related to the project are expected to be urban utility and traffic disruption; accessibility to business during construction, tunnel construction safety; potential impact on surrounding buildings and physical cultural sites, and proper transportation and disposal of spoil material during the construction stage; and noise/vibration impact, aesthetics integration, groundwater subsidence, and waste management from rail operation facilities. The project is classified as a Category A project as per OP4.01.</p> <p>The environmental safeguards documents will include an EIA, EMP, and EA Executive Summary, addressing, among other common construction / operation impacts, the following key aspects:</p> <ul style="list-style-type: none"> - Disruption of urban traffic, access to businesses, NMV/pedestrian access connectivity at metro stations during construction; - Construction safety and potential impact on surrounding buildings, especially cultural property sites; - Noise and vibration during construction and operation; - Spoil material transport and disposal; - Ground water; - Waste management from rail operation facilities; - Geological risk assessment; - Cumulative impacts of the projects being built concurrently (two other rail lines) - Analysis of alternatives; - Public consultation following national guidelines and OP4.01; - Environmental Management Plan: A detailed EMP will be prepared for the project including sufficient mitigation measures (activities and impacts, mitigation measures, implementation and supervision responsibility, monitoring indicators and cost estimates) for incorporation into bidding documents. Environmental supervision of construction and environmental monitoring will also be included in the EMP. The EMP measures will be developed in consistency with IFC's EHS Guidelines.
Natural Habitats OP/BP 4.04	No	Given the urban context, and sites visit confirmed that the project will not affect any natural habitats or critical natural habitats.
Forests OP/BP 4.36	No	The project will not cause significant conversion or degradation of natural forest.
Pest Management OP 4.09	No	The project will not involve procurement of pesticide or have any impact on pest management practice.
Physical Cultural Resources OP/BP 4.11	Yes	<p>The proposed line 3 rail project will pass nearby or pass underneath some cultural relics including Shang Dynasty City Wall Relics, ErqiTower among others. Therefore there is a potential risk of impact from tunnel excavation during construction and vibration during operation. The PCR policy is therefore triggered. The potential impacts will be carefully addressed through project design, selection of construction technologies, and good construction management including monitoring of settlement. Adequate consultation with relevant authorities will be ensured during EA preparation. It is agreed that PMO, FS team and EA team will consult with relevant cultural relic bureau for further survey during the preparation process of EA, to ensure all the relevant cultural relics along the rail are identified, and mitigation measures are incorporated into the design, construction and operation appropriately. Chance-find procedures will include provisions and procedures stipulated in the Cultural Property Law and will be included in bidding documents and contracts.</p>

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Indigenous Peoples OP/BP 4.10	No	The Social Specialist visited the project area to conduct a screening to determine whether ethnic minority peoples are present in, or have collective attachment to, the project area. A small Hui district is located in the city center of Zhengzhou. The Hui people is an officially recognized national minority and include all historic muslim communities in People's Republic of China not included in China's other Muslim groups. Hui people speak Chinese, do not have their own traditional language and are mainly entrepreneurs in Zhengzhou. The project will be constructed within the downtown of Zhengzhou City and no indigenous people groups as defined in Bank's OP4.10 have been identified within the project area. The Social Specialist concluded that no indigenous people groups as defined in Bank's OP4.10 is present in, or have collective attachment to the project area. Therefore, this policy is not triggered.
Involuntary Resettlement OP/BP 4.12	Yes	Based on the site visit and primary project alignment, land taking caused by the project construction will be unavoidable. The main involuntary resettlement impact will include urban house demolition, removal of shops/restaurant and other public facilities. Therefore, the Bank's Social Safeguards policy on Involuntary Resettlement will be triggered and a Resettlement Action Plan will be prepared by the client in both English and Chinese, and an experienced consultant is hired to assist the RAP preparation. The RAP will cover all resettlement impact caused by Line 3. Construction of Line 1 and Line 2 commenced in 2009. These lines are not directly and significantly related to the Bank-assisted project, and are not necessary to achieve its objectives as defined in the PDO. Therefore, no linkage project has been identified. In case of any project sites that will not be determined during preparation, a Resettlement Policy Framework (RPF) will be prepared. If the land was acquired prior to project identification with an intention that it be used for the construction of rail Line 3 a review will be undertaken to confirm that the substantive aspects of OP4.12 have been met with (e.g., replacement for loss of assets, restoration of livelihood to pre-project conditions). The review will determine if measures are needed to address any gaps found by the review. In deciding how far back such due diligence review should go, it is necessary to consider the context of the project in order to determine an appropriate time frame. As a matter of guidance, such review should go back at least two years prior to project identification, but the appropriate time point is dependent on the TT's assessment in the due diligence review. In all other cases (i.e., the land was acquired prior to project identification but for reasons other than construction of Line 3), the review would be carried out with reference to national laws and regulations, and will confirm that there are no legacy issues or unresolved disputes.
Safety of Dams OP/BP 4.37	No	The project will not finance construction or rehabilitation of any dams as defined under this policy.
Projects on International Waterways OP/BP 7.50	No	The project is not located in any international waterways as defined under the policy.
Projects in Disputed Areas OP/BP 7.60	No	The project is not located in any known disputed areas as defined under the policy.

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 19-Oct-2012

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:

Environmental Safeguards: EA and EMP will be undertaken, with first draft available by May 10, 2012, draft final report to be completed by pre-appraisal, and final report for public disclosure prior to appraisal.

Social Safeguards: A resettlement plan (RAP) will be developed, with first draft available by April 10, 2012, draft final report to be completed by pre-appraisal, and final report for public disclosure, prior to appraisal.

IV. APPROVALS

Task Team Leader:	Name: Gerald Paul Ollivier	
Approved By:		
Regional Safeguards Coordinator:	Name: Panneer Selvam Lakshminarayanan (RSA)	Date: 09-Apr-2012
Sector Manager:	Name: Paul Kriss (SM)	Date: 30-Mar-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.