

INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

Report No.: ISDSC3458

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I. BASIC INFORMATION

A. Basic Project Data

Country:	China	Project ID:	P132621
Project Name:	Yunnan Highway Asset Management Project (P132621)		
Task Team Leader:	Xiaoke Zhai		
Estimated Appraisal Date:	20-Mar-2014	Estimated Board Date:	17-Sep-2014
Managing Unit:	EASCS	Lending Instrument:	Specific Investment Loan
Sector(s):	Rural and Inter-Urban Roads and Highways (75%), Sub-national government administration (25%)		
Theme(s):	Infrastructure services for private sector development (65%), Managing for development results (25%), Natural disaster management (10%)		
Financing (In USD Million)			
Total Project Cost:	300.00	Total Bank Financing:	150.00
Total Cofinancing:		Financing Gap:	0.00
Financing Source			Amount
Borrower			150.00
International Bank for Reconstruction and Development			150.00
Total			300.00
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

B. Project Objectives

The Project Development Objective (PDO) is to improve Yunnan's trunk highway asset management capacity and provide a better level of service to trunk highway users.

C. Project Description

- The project is designed to help Yunnan address the sector challenges related to inadequate

maintenance, lack of emergency response system, and highway asset management. The project will put in place an improved planning and budgeting process for maintenance, and enhance capacity of the Highway Bureau to execute maintenance programs and respond to emergency in a timely and effective manner. The project will include three components:

Component A — Highway Asset Management Improvement

2. The aim of the component is to modernize the existing highway asset management system, optimize resource allocation strategies and decisions, reduce life-cycles costs of highway assets, and improve user service. There are two sub-components:

3. Sub-Component A1 – Establishing an Integrated Highway Assets Management System. The proposed project will finance the development of an Integrated Highway Assets Management System, which will include different management systems for pavement, bridge, tunnel, traffic monitoring, emergency response, asset accounting, and office automation. The Integrated Highway Asset Management system will allow the Yunnan Highway Bureau to develop a complete inventory of its highway assets and collect condition and usage data. It will also provide the Highway Bureau with an analytical tool for budgeting and decision making and predicting the consequence of funding decisions. This will allow the Highway Bureau, DoT, and provincial leaders and policy makers to objectively decide on maintenance budgeting and resource allocation. The main project activities will include the procurement of software, hardware, installation, integration, initial database setup, and consultant services for system installation, training and operation for the initial period.

4. Sub-Component A2 — Supporting data collection for the system operation. The proposed project will finance the procurement of automated data collection equipment, inspection equipment, monitoring equipment, installation works and consultant services. It will establish data collection facilities and mechanisms to systematically collect necessary data for the operation of the asset management system.

Component B -- Enhancing Highway Bureau Operational Capacities

5. The aim of the component is to improve the capacity of Yunnan Highway Bureau and its local offices to use effectively the new asset management system and improve their technical and managerial skills in their new role. The project will also provide new equipment and improve the maintenance stations to enhance the work quality and efficiency of the local maintenance bureaus in carrying out recurrent maintenance and emergency response. Three sub-components are proposed as below:

6. Sub-Component B1 — Training staff. The aim of the sub-component is to develop a comprehensive training program to update HB's staff managerial knowledge and technical skills and help them adapt to the new asset management system, learn how to maintain and operate the new equipment, and master innovative maintenance technologies. It will support the preparation of training needs assessment, and implementation of a multi-year Bureau-wide training program.

7. Sub-Component B2 — Improving the facilities of Maintenance Stations and Emergency Response Centers and Purchasing Maintenance Equipment. The aim of the sub-component is to procure specialized maintenance equipment, emergency rescue equipment, maintenance machinery and vehicles. It will also finance civil works to rehabilitate and/or build facilities for the local maintenance bureaus that will be responsible for carrying out recurrent maintenance and emergency

response in their respective jurisdiction.

8. Sub-Component B3 — Promoting cost-effective and innovative maintenance materials and technologies. The aim of the sub-component is to promote cost-effective and environmentally friendly maintenance materials and technologies to reduce highway maintenance costs. The new materials and technologies will be piloted during project implementation on selected highway maintenance activities.

Component C — Strengthening Institutional Capacities

9. The aim of the component is to enhance Yunnan Highway Bureau’s institutional capacities to better manage the assets. It will fund study tours, thematic studies, and technical assistances on highway asset evaluation and accounting as well as highway maintenance manual.

10. Project Cost and Financing. The total cost is about US\$300 million, of which IBRD will finance US\$150 million.

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

The Project will be located in Yunnan Province, one of the less-developed provinces in southwestern China. Yunan has made a great effort in highway infrastructure development. However, it is facing several difficulties in highway development and maintenance. The project is designed to improve road asset management in the province, through establishing and strengthening road asset management system and maintenance capacities, including financing building construction, equipment provision and promotion of cost effective maintenance technologies at various road management/maintenance agencies within the province.

E. Borrowers Institutional Capacity for Safeguard Policies

The Project Management Office (PMO), within the Provincial Highway Bureau, has experience in implementing ADB-financed project but is not familiar with the World Bank-financed projects. So capacity strengthening is necessary through training internally and by the Bank team on Bank environmental and social safeguard policies. At the same time, the PMO will assign two dedicated staff to coordinate the environmental and social issues during project preparation and implementation. Given the PMO has limited safeguards related professional knowledge and skills, qualified environmental and social consultants will be engaged to provide assistance in the project preparation.

F. Environmental and Social Safeguards Specialists on the Team

Songling Yao (EASCS)

Ning Yang (EASCS)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/ BP 4.01	Yes	Physical activities of the project include rehabilitation and expansion of existing road maintenance stations and emergency response centers, construction of limited number of such facilities, and promotion of cost effective

		<p>maintenance technologies on existing highways.</p> <p>Potential environmental impacts are mainly associated with construction activities, such as dust and noise, construction wastewater, social disturbance. At operational stage, main environmental impacts resulted from domestic waste management and maintenance material processing within these facilities and on roads.</p> <p>OP4.01 policy is triggered. Considering the nature of the construction activities, and the fact that the anticipated impacts are site-specific, and limited in scale, it is proposed to assign category B to the project. An environmental code of practice (ECOP) is suggested as the EA instrument for the project. The ECOP will cover both construction and operational stage, and shall include effective measures to prevent and mitigate potential negative impacts.</p> <p>During preparation of the ECOP, at least one of public consultation and information disclosure shall be carried out. The full draft ECOP shall be disclosed prior to appraisal.</p>
Natural Habitats OP/BP 4.04	No	Initial screening through field visit and consultation with the client indicated that none of the existing maintenance stations or emergency response centers is located within ecologically sensitive areas. The client indicated new stations/centers will avoid such sensitive areas as well. The ECOP will include clear provisions to make sure the project will not affect critical natural habitats. The policy is not triggered.
Forests OP/BP 4.36	No	The project will not involve in any forests. The policy is not triggered.
Pest Management OP 4.09	No	The project will not result in procurement or use of pesticides. The policy is not triggered.
Physical Cultural Resources OP/ BP 4.11	No	Initial screening through field visit and consultation with the client indicated that none of the existing maintenance stations or emergency response centers is located in the vicinity of any physical cultural resources. The client indicated new stations/centers will avoid such resources as well. The ECOP will include

		clear provisions in this regards. The policy is not triggered.
Indigenous Peoples OP/BP 4.10	Yes	Yunnan is well known as a multiracial province with 51 ethnic minorities, accounting for one third of the total provincial population. The project will be located around the provinces, so potential impact on ethnic minority may exists and so an IPPF should be prepared; and further an IPP would be prepared if specific IP village/ community is identified prior to project appraisal.
Involuntary Resettlement OP/BP 4.12	Yes	On the resettlement aspect, a resettlement plan will be developed to address all the identified land acquisition prior to project appraisal and a resettlement policy framework, as an annex to the RP, will be prepared to cover any impact in the project implementation, such as change of project site locations, new proposed project activities.
Safety of Dams OP/BP 4.37	No	The project will not involve in any dams. The policy is not triggered.
Projects on International Waterways OP/BP 7.50	No	The project will not involve in any international waterways. The policy is not triggered.
Projects in Disputed Areas OP/BP 7.60	No	The project will not involve in any disputed areas. The policy is not triggered.

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 21-Mar-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:

During the preparation mission (tentatively scheduled in September 2013), the first draft EA report and RP reports prepared by the PMO will be reviewed by the Bank Team. Safeguard-related studies, which includes an environmental code of practice (ECOP), resettlement plan, resettlement policy framework IPPF (an IPP would be further prepared if specific IP village/community is identified), will be completed by March 21, 2014.

IV. APPROVALS

Task Team Leader:	Name: Xiaoke Zhai	
Approved By:		
Regional Safeguards Coordinator:	Name:	Date:
Sector Manager:	Name: Mark R. Lundell (SM)	Date: 21-Jul-2013

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.