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Project Information Document/ Integrated Safeguards Data Sheet (PID/ISDS)

Concept Stage | Date Prepared/Updated: 11-Sep-2017 | Report No: PIDISDSC22882



BASIC INFORMATION

A. Basic Project Data

Country Lebanon	Project ID P160224	Parent Project ID (if any)	Project Name Greater Beirut Urban Transport Project (P160224)
Region MIDDLE EAST AND NORTH AFRICA	Estimated Appraisal Date Sep 28, 2017	Estimated Board Date Feb 08, 2018	Practice Area (Lead) Transport & ICT
Financing Instrument Investment Project Financing	Borrower(s) Lebanese Republic	Implementing Agency Council for Development and Reconstruction	

Proposed Development Objective(s)

The Project Development Objective (PDO) is to increase passenger transport's mobility and accessibility on Beirut's northern entrance and within the city of Beirut.

Financing (in USD Million)

Financing Source	Amount
International Bank for Reconstruction and Development	295.00
Total Project Cost	345.00
Environmental Assessment Category A-Full Assessment	Concept Review Decision

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Other Decision (as needed)



B. Introduction and Context

Country Context

Lebanon is a small and densely populated upper middle-income country. Lebanon's very poor infrastructure represents a key constraint to growth. According to the World Economic Forum's (WEF) Competitiveness Index¹ Lebanon's infrastructure is the second main constraint to growth. The Syrian refugee crisis has resulted in unprecedented social and economic challenges to Lebanon, with about 1.5 million Syrian refugees in Lebanon in addition to about half a million Palestinian refugees, putting further stains on its decaying infrastructure. To weather the regional crisis and achieve growth, Lebanon is adopting a two-pronged approach aimed at programs to stimulate the economy and create jobs, while meeting Lebanon's longer-term development needs particularly in the infrastructure sectors.

Sectoral and Institutional Context

The total population living now in Lebanon, including refugees, is around 7 million. More than 87 percent of the resident population lives in urban areas, with more than half in the capital city of Beirut. Traffic congestion is undoubtedly one of Beirut's most serious urban development problems: a study by the Ministry of Environment in 2005 put the cost of urban congestion at about 8 percent of Lebanon's GDP at the time, when traffic volumes would have been lower than today. The addition of 1.5 million Syrian refugees from the neighboring conflict has only exacerbated congestion problems. It is estimated that the influx of Syrian refugees has resulted in sudden traffic increases in the Greater Beirut Area (GBA) in the range of 15-25%. In the absence of reliable and affordable transport alternatives, transportation currently represent a significant 15% of households' expenditures.

The Government of Lebanon (GOL) has decided to go ahead with a comprehensive public transport program for GBA partly shaped by the World Bank (WB) and that will focus on a network of Bus and Bus Rapid Transit (BRT) solutions for the medium term. The program has been endorsed by the Council of Ministers and the Parliamentary Committee for Transport and Public Works as one of the country's economic priority projects. The proposed project requested by GOL represents a first phase in this comprehensive public transport program and the IsDB, encouraged by the Bank involvement and design of the program, already agreed in principle to finance the second phase of the program which will look into extending the BRT lines to the southern and eastern suburbs of Beirut. This ambitious project will be the first mass-transit and regular transport system in Lebanon over 50 years, in a complex political-economy context in the country and the sector (alignment, informal operators, behavioral change, institutional). It is a vital project in tackling traffic congestion, contributing to growth and connectivity between various Lebanese regions, and in providing affordable and reliable transport.

Relationship to CPF

The project contributes to the Lebanon CPF by meeting its objectives regarding expanding access to and quality of service delivery (focus area 1 of the CPF). The new CPF for Lebanon for 2017-2022 was discussed by the World Bank Group's Board of Executive Directors on July 14, 2016. With the aim of building resilience and fostering opportunities for all, the CPF centers around the two focus areas that reflect a holistic approach to addressing the impact of the refugee crisis while meeting Lebanon's development needs. The two focus areas of the CPF are to: (a) expand access to and quality of service delivery, and (b) expand economic opportunities and increase human capital. This project will particularly help in meeting objective 1.c of the CPF regarding "improved access to and quality of infrastructure" and will contribute to the overarching principles of the CPF to improve service delivery, meet the medium and long-term

¹ World Economic Forum. Global Competitiveness Index 2014/2015.



development needs of Lebanon, and assist Lebanon deal with the impact of the Syria crisis. This project will also contribute to the inclusion agenda and the development of lagging regions by providing reliable and affordable access to markets, jobs, and services to low and middle income population.

C. Proposed Development Objective(s)

The project objective is to improve urban mobility on Beirut's northern entrance and within the city of Beirut through the development of a BRT and bus feeder system.

Key Results (From PCN)

The key result indicators at the end of the project are:

- (a) Daily ridership in the regular public bus system (BRT and regular buses) per weekday as a measure of the direct beneficiaries of the project; *sub-indicator: percentage of female ridership*
- (b) Percentage of population residing in Lebanon with access to the city center ("La place des martyrs") within 60 minutes commuting period using public transport
- (c) Average rush hour in-vehicle travel time by public transport services from Tabarja to Beirut;
- (d) Satisfaction rating by public transport users of public transportation system; *sub-indicator: satisfaction rating by female public transport users of public transportation system.*

D. Concept Description

The proposed project is part of a comprehensive public transport program which consists of a BRT network of three trunk BRT lines in the center of the highway on the Northern, Southern, and Eastern approaches to Beirut; with BRT lines extending within Beirut to connect the three trunk lines, and to improve connectivity between Beirut and the regions as well as within Beirut. The BRT network will be also complemented by about 20 lines of a regular bus/feeder network as well as investments to improve access (bus stops, sidewalks, park and ride).

The program will be executed in three phases/stages with phase 1 being a BRT on the northern highway and on the outer ring road of Beirut with complimentary feeder lines/buses (*the proposed project*); phase 2 being a BRT on the southern highway and two major arterials in Beirut connecting south, with a complimentary feeder lines/buses; and phase 3 a BRT on the northern highway and additional arterial within Beirut with its feeder lines/buses. Figures 1 and 2 below provide maps illustrating the program and its phases.

The project comprises (i) the construction of a new BRT system between Tabarja and Beirut and within Beirut, (ii) the establishment of feeder bus services to the trunk BRT lines, and (iii) establishing appropriate institutional arrangements for the management, operation and maintenance of the new mass transit system. The project components are clearly stated and detailed below.

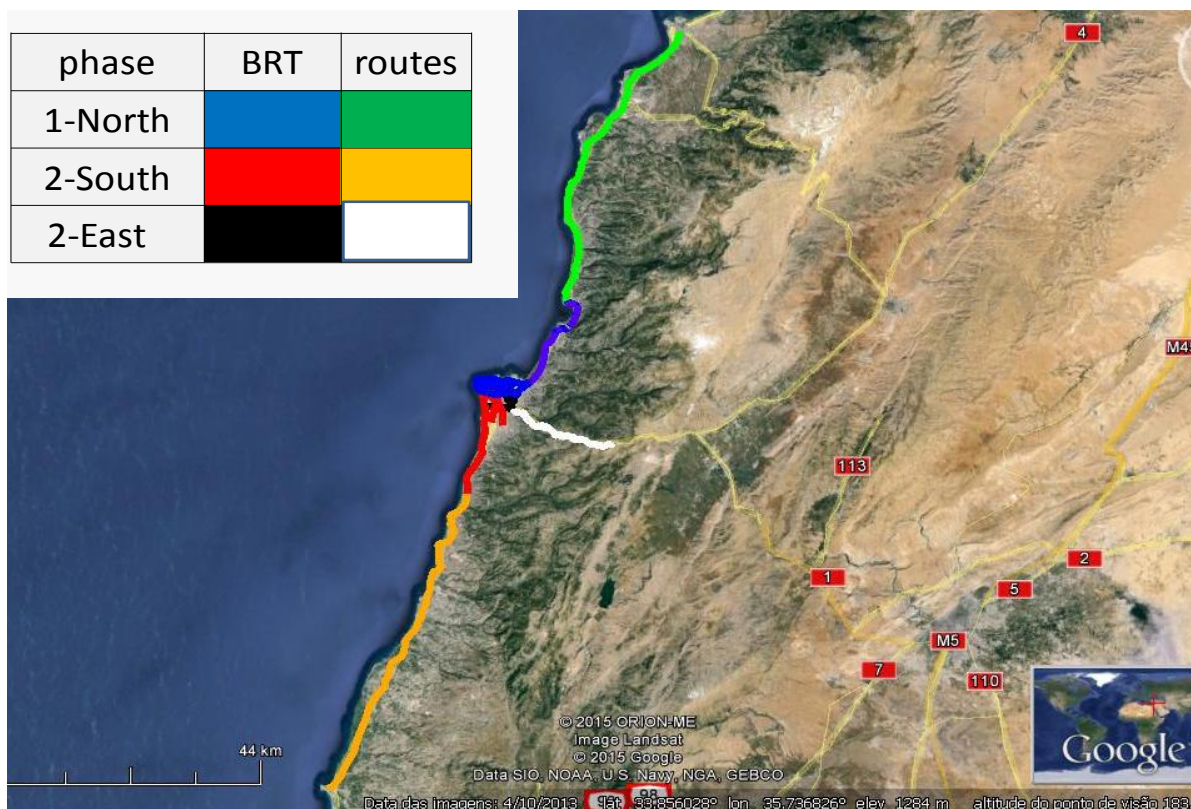


Figure 1: Proposed Comprehensive Program

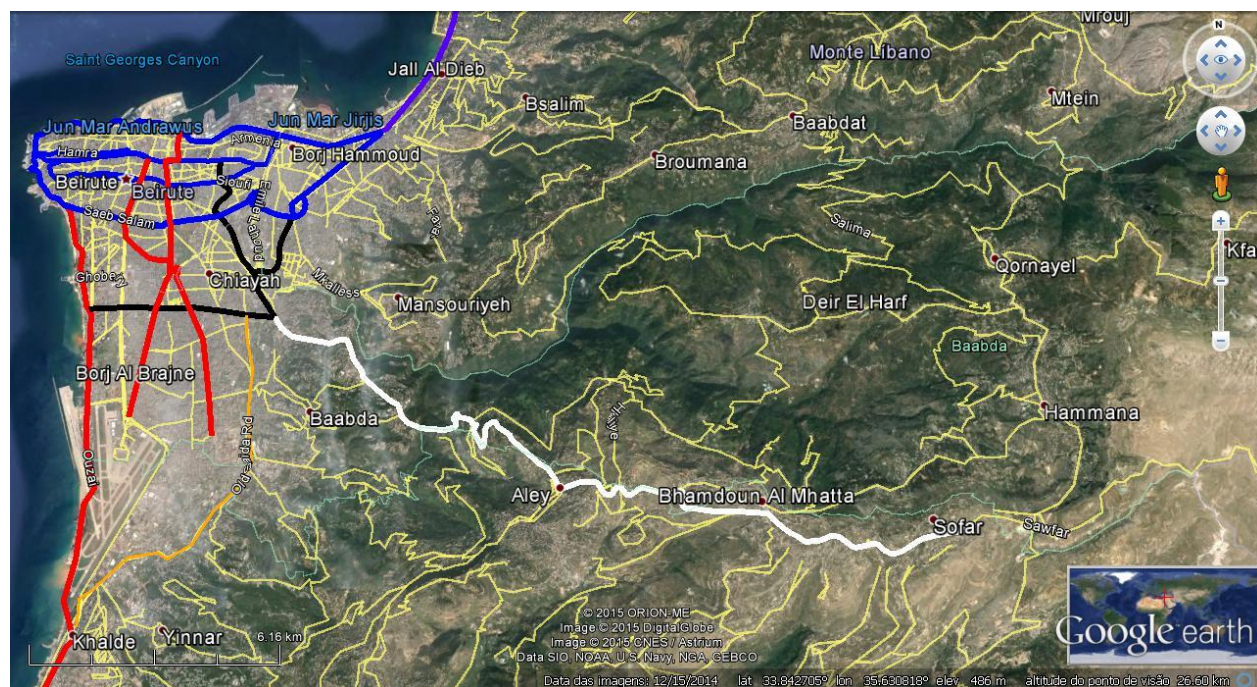


Figure 2: Proposed Comprehensive Program - zoom in BRT corridors in Beirut.



Component 1. BRT infrastructure, fleet and systems (USD 230 million).

This component will finance goods, works and consulting services for detailed design, construction and supervision of the BRT infrastructure on the Northern Highway and Beirut ring roads including stations, terminals, depots, park and ride facilities, intersections, pedestrian crossings and pedestrian bridges, corridor traffic management system, etc. This component will also finance the provision of ITS and fare collection systems which will enable a centralized control of bus operations and fare management. BRT buses will be financed under this component and the extent and modalities of private sector contribution to the financing of the vehicle fleet is currently being assessed with the expectation of the private sector potentially financing part of the buses. Private operators will be in charge of operating and maintaining the system.

Component 2. Feeder bus services and integration in urban environment. (USD 105 million)

This component will finance goods, works and services for bus stops and shelters, street furniture, road works as needed along the feeder roads. Buses will be partially financed under this component and the extent and modalities of private sector contribution to the financing of the vehicle fleet is currently being assessed. Private operators will be in charge of operating and maintaining the system. This component will also finance technical assistances for better integration of BRT in the urban environment: Non-Motorized Transport (NMT) plan, fares integration, parking management, road safety, PT network restructuring, Master Plan, professionalization of local operators, licenses issuance reforms, etc.

The investment considered for the feeder bus services network system will include bus lanes, 250 buses 10.5m long with GPS and fare collection equipment, extra investment on the control center and two additional bus depots with potential land acquisition. Additional road works and street furniture² are also included and will further be detailed in studies to come.

Component 3. Capacity building and project management. (USD 10 million)

The project institutional model envisages the construction of the infrastructure by the Council of Development and Reconstruction (CDR). The BRT and Bus systems will be operated and maintained by private operators under the oversight of the national Railways and Public Transport Authority (RPTA). An advisory technical steering committee involving CDR, RPTA, MOT, and Beirut municipality (other agencies invited on need/relevance basis) has been formed and meet regularly to coordinate the project which will ensure that all key stakeholders are involved and informed about progress and implementation.

This component will finance consulting services for institutional strengthening for the supervision of BRT/feeder operations (primarily RPTA but also MOT and other relevant agencies). It will also finance a project implementation unit within CDR and other technical assistance and operational support for management of project implementation.

BANK AND MENA STRATEGY

This project is strongly linked to Bank and MENA strategy in term of renewing the social contract, introducing PPPs, and helping Lebanon deal with the refugee crisis. The project will improve the delivery of affordable and reliable transportation to the middle income and poor population and create substantial jobs for low skilled Lebanese and Syrians in the construction of Infrastructure. It will also substantially reduce the travel time between various Lebanese

² Street furniture such as bus shelters, bus stops, benches, lamps, CCTV, etc



regions therefore improving connectivity and access to markets/jobs between Beirut and the country's lagging regions in the North (first phase), South and Bekaa (later phases). Project will also include a PPP arrangement with the mobilization of private operators. The project will also include strong climate benefits through the shift of users from private cars to new and cleaner public transport buses. The project is also aiming to maximize its leveraging potential of grants and private sector financing therefore minimizing to the extent possible government contribution in accordance with the principles of the cascade. Finally, the project has very important social benefits for the vulnerable, particularly the poor, disabled, and women by providing an affordable, accessible and safe mass-transit system.

SAFEGUARDS

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

The proposed project includes the construction of a new BRT system between Tabarja and Beirut, and a inner and outer rings within Beirut. This project includes a 22.7 km long corridor from Tabarja to Beirut, and a 20 km long corridor following the existing center ring road in Beirut. The project also includes the establishment of the feeder bus services to the trunk BRT line along the existing feeder roads.

Preliminary assessment of the route of the BRT system indicated that the majority of the route exists within the right of way of public roads. The route of the BRT (Tabarja- Beirut and within Beirut) will be within the existing highway and roads ROW (in the middle). On the majority of the ROW, the land is owned by the government; however, land acquisition will be needed for a terminal/bus depot in Tabarja and the widening of few sections along the highway. Also, there are a few encroachers and squatters within the ROW in some sections.

Although new buses will be purchased under Component 2, the scrapping of old buses will not be part of the project. Old buses are currently run by small operators and likely will continue service within Beirut and/or other parts of Lebanon.

B. Borrower's Institutional Capacity for Safeguard Policies

Activities in the past years in the sector have focused mainly on alleviating traffic at critical intersections, increasing the capacity of the existing road network in Greater Beirut by building grade separations at critical intersections, and regulating traffic with traffic lights and parking meters. These interventions have been supported by the donor community through the Urban Transport Development Project (UTDP) and executed by the Council for Development and Reconstruction (CDR). During the implementation of the UTDP Project, CDR showed adequate competency managing the environmental and social impacts and implementing the ESMP, and their performance has been rated as satisfactory in the UTDP Implementation and Completion Report (ICR). The same unit managing UTDP will be responsible for managing the implementation of the BRT. However, the capacity of the BRT Project Implementation Unit will be further assessed during project appraisal, and if necessary, measures will be put in place to enhance CDR in-house capacity to implement the ESMP successfully for this type of project. The CDR team will also benefit from support from the environmental and social safeguards specialists in the World Bank team.

C. Environmental and Social Safeguards Specialists on the Team

Chaogang Wang, Social Safeguards Specialist

Zeyad Abu-Hassanein, Environmental Safeguards Specialist



D. Policies that might apply

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>Due to environmental and social impacts during the construction and operation phases of the project, Environmental Assessment (OP/BP 4.01) policy is triggered and the project has been assigned category "A" for comprehensive environmental and social assessment. The ESIA will evaluate the expected environmental and social impacts during construction and operational phases of the project including construction health and safety, operational road safety, GHG and other emission and noise levels. The ESIA will also devise an environmental and social management plan (ESMP) to mitigate the expected social and environmental impacts. One of the main social risk and impacts is related to the current bus operators. Consultations with current bus operators have been carried out in the process of ESIA preparation. The project will not finance scrapping of old buses, old buses will continue service in Beirut and other parts of Lebanon. The mitigation measures for all expected impacts will be included the ESIA/ESMP which will be approved by the Bank and disclosed in both country and at the Bank.</p> <p>The BRT lanes between Tabarja and Beirut are designed within the existing road, and only a few sections of the road will require expansion for the project to happen. Component 2 of the project will also be implemented within the existing ROW. The proposed service road in Jounieh, financed by the EIB, which will be implemented by CDR around the same time with the BRT has been determined to be not linked/associated with the Bank-financed project. The team will nevertheless work with CDR to ensure that environmental and social risks and impacts of the BRT project and the service road project would be managed in a consistent approach.</p> <p>Capacity of CDR for environmental and social management has been satisfactory for other and similar Bank projects and will be assessed and enhanced further during project preparation and implementation.</p>



Natural Habitats OP/BP 4.04	No	construction of the BRT road from Beirut to Tabarja is mainly within the ROW of the existing road with widening of a few sections in certain locations, and the inner and outer ring roads are entirely within urban environment and the existing ROW, No significant natural habitat is observed on the routes of the project will be impacted.
Forests OP/BP 4.36	No	Policy does not apply as the project will not be implemented in any forested areas.
Pest Management OP 4.09	No	Policy is not triggered as the project will not procure any pesticides nor will it induce an increase in the current non-existent to low levels of pesticide use.
Physical Cultural Resources OP/BP 4.11	TBD	This will be assessed further during project appraisal as the prospects of conservation of some physical assets may trigger this policy.
Indigenous Peoples OP/BP 4.10	No	Policy is not triggered as indigenous people as defined in the policy are not present in project areas.
		The project will not require major new land acquisition as the alignment of the BRT will likely be within the ROW of the exiting highway. However, land acquisition might be needed for a terminal/bus deport in Tabarja and the widening of few sections along the highway. Also, some encroachers and squatters are observed within the ROW. The RAP is under preparation and will need to be reviewed, approved and disclosed in-country (through making public announcement about uploading it to CDR website and putting it in publically accessible library) and at the Bank's external website prior to appraisal.
Involuntary Resettlement OP/BP 4.12	Yes	<p>The road works along the feeder roads to be financed under Component 2 are mainly some stop signs and furniture on existing roads. It will not involve in any additional land expropriation and no encroachers/squatters have been identified in these areas.</p> <p>A service road to be financed by the EIB might be implemented along the same corridor during the same period of time as BRT. The Bank team determined the service road will not be considered as associated activities because the following: i) the service road is not planned in anticipation to the BRT; ii) construction and operation of BRT does not need the construction of the service road; iii) the achievement of the PDO of the BRT will not be affected without implementation</p>



		of the proposed the service road. Thus the RAP of BRT will not cover the land acquisition for the service road. CDR has confirmed that same approach will be applied in managing the land expropriation and relevant environmental and social risks involved in two projects.
Safety of Dams OP/BP 4.37	No	Policy is not triggered as the project will not include construction of dams as defined by the policy.
Projects on International Waterways OP/BP 7.50	No	Policy is not triggered as the project will not undertake any activities in the catchment areas of international waterways and shared aquifers.
Projects in Disputed Areas OP/BP 7.60	No	Policy is not triggered as project activities will not be implemented in any disputed areas.

E. Safeguard Preparation Plan

Tentative target date for preparing the Appraisal Stage PID/ISDS

Sep 15, 2017

Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the Appraisal Stage PID/ISDS

The required safeguard instruments for the proposed project are: (i) ESIA (with a comprehensive ESMP) and (ii) RAP. Both studies are ongoing and consultations have started. The initial findings of these consultations indicated that the people consulted are supportive to the proposed project. However, the consultations also revealed some social issues which need to be thoroughly assessed in the ESIA and RAP to be completed by September 15, 2017. The final reports are expected to be completed and disclosed (both in-country and at the World Bank external website) in English and Arabic before appraisal, planned to take place in September 2017.

CONTACT POINT

World Bank

Ziad Salim EL Nakat
Sr Transport. Spec.

Borrower/Client/Recipient

Lebanese Republic



Implementing Agencies

Council for Development and Reconstruction
Wafaa Charafeddine
Funding Division Director
wafac@cdr.gov.lb

FOR MORE INFORMATION CONTACT

The World Bank
1818 H Street, NW
Washington, D.C. 20433
Telephone: (202) 473-1000
Web: <http://www.worldbank.org/projects>

APPROVAL

Task Team Leader(s):	Ziad Salim EL Nakat
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Approved By

Safeguards Advisor:	Nina Chee	12-Sep-2017
Practice Manager/Manager:	Olivier Le Ber	14-Sep-2017
Country Director:	Saroj Kumar Jha	26-Sep-2017