

INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

Report No.: ISDSC1093

Date ISDS Prepared/Updated: 27-Jun-2012

Date ISDS Approved/Disclosed: 26-Aug-2013

I. BASIC INFORMATION

A. Basic Project Data

Country:	China	Project ID:	P101525
Project Name:	CN Yunnan Honghe Prefecture Urban Transport (P101525)		
Task Team Leader:	Fei Deng		
Estimated Appraisal Date:	03-Sep-2013	Estimated Board Date:	11-Mar-2014
Managing Unit:	EASCS	Lending Instrument:	Investment Project Financing
Sector(s):	Urban Transport (90%), General transportation sector (10%)		
Theme(s):	City-wide Infrastructure and Service Delivery (100%)		
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 proposed project development objective (PDO) is to improve the safety, accessibility, and efficiency of people's daily trips by optimizing functional road hierarchy, developing public transport, and establishing road safety measures through integrated corridor/area management in Mengzi and Jianshui.

C. Project Description

Based on the findings from the two project cities, it has been tentatively agreed that the project will

include four components in Mengzi City and three components in Jianshui County. Detailed descriptions are provided:

Component 1– Mengzi City (US\$100 million):

(i) Road Network Re-functioning and Improvement (US\$50 million) - This sub-component aims at providing a functional road hierarchy by filling some of the gaps in the existing road network. This goal will be achieved through (a) constructing or upgrading of approximately 9 kilometers of road, (b) optimizing the space allocation for approximately 11 kilometers of road, such as giving priority to non-motorized transport and public transport, improved intersections, as well as enhanced pedestrian facilities, and (c) rationalizing the road network;

(ii) Integrated Corridor Management (US\$40 million) - This sub-component is focused on integrated public transport corridor improvement on three selected corridors. Based on further assessment of quality and performance of bus services on these corridors, this sub-component will include (a) investment in constructing bus dedicated lanes, (b) installing bus priority signals, (c) constructing/upgrading bus stops, bus depots and terminals, (d) improving pedestrian crossings and other non-motorized facilities to enhance accessibility to public transport and reduce the severance caused by unnecessarily wide roads, especially for the vulnerable groups, (e) optimizing a bus dispatching system and bus route development program; (f) purchasing new clean energy buses.

(iii) School Transport Safety Improvement (US\$8 million) - This sub-component will develop a safe school transport demonstration program in Mengzi city. The program includes (a) “a model school transport zone” for four primary schools and two middle schools, and (b) “a home to school transport demonstration corridor” that focuses on increasing the accessibility to education between a poor suburban/rural area and a commercial district; and

(iv) Institutional Strengthening (US\$2 million) - This sub-component will provide institutional development, capacity building, and technical assistance to Mengzi city.

Component 2 – Jianshui County (US\$50 million):

(i) Core Urban Area Integrated Transport Improvement (US\$28 million) - This sub-component will improve safety, mobility, and accessibility by implementing a comprehensive package of measures on selected corridors in the Jianshui core urban area. The measures will include (a) re-allocation of road space for public transport modes, pedestrians, and non-motorized transport and (b) provide priority for public transport to meet people’s travel demands while slowing down the pace of car ownership;

(ii) Urban Road Network Improvement (US\$20 million) - This sub-component will connect villages in southern Jianshui county to a new logistics park, a new railway station, and a new industrial zone. To meet this goal, a bypass will be constructed to connect five local roads; and

(iii) Institutional Strengthening (US\$2 million) - This sub-component will provide consistent institutional development, capacity building, and technical assistance to Jianshui county.

The total project cost is US\$300 million, with an IBRD loan of US\$150 million.

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

The project is in Honghe Hani and Yi Autonomous Prefecture (HAP) in the south of Yunnan Province. Project components are located within the urban and peri-urban areas of Mengzi City and Jianshui County. Mengzi City (2,228 square kilometers in area and a population of 241,000 inhabitants) is located 289 km to the south of Kunming, the capital of Yunnan Province. Jianshui County (3,789 square kilometers in area and a population of about 500,000 inhabitants) is located approximately 60 km northwest of Mengzi. Apart from approximately 14.4 kilometers of new road construction, project implementation will occur within the built environment. Both the road network and the public transport components will involve a certain amount of land acquisition and demolition to accommodate the construction of roads, two bus depots, and a bus terminal.

E. Borrowers Institutional Capacity for Safeguard Policies

The proposed project is the Bank's first engagement with Honghe Prefecture, Mengzi City, and Jianshui County. Therefore, the clients lack experience with Bank funded projects and are unfamiliar with the Bank's safeguards policies. However, they have exhibited strong commitment during project identification. A Project Steering Committee (PSC) at the prefecture level (consisting of deputy governors and directors of relevant prefecture government agencies, the mayor of Mengzi and the governor of Jianshui) will guide and supervise the project preparation and implementation. A Project Management Office (PMO), established at the Honghe Prefecture Housing and Urban-Rural Development Bureau, will manage and coordinate with Mengzi and Jianshui governments to prepare and implement the project. The PMO will be expanded to meet the Bank's requirement for technical works, environmental and social safeguards, financial management, procurement, as well as project management. A Project Execution Office (PEO) at the city or county levels, consisting of the directors of relevant government agencies and professionals, will be responsible for preparing and implementing all the subcomponents related to Mengzi or Jianshui. Their duties include the management of the feasibility study and engineering designs, social and environment safeguard preparation, monitoring and evaluation, as well as financial management and procurement in accordance with Bank guidelines.

The safeguarded documents such as the Environmental Assessment (EA) and Resettlement Action Plan (RAP) reports will be prepared by the professional institutions with the required qualification and adequate experiences on Bank projects in China. Further, the PMO will undertake a Social Assessment to assist with the design of relevant resettlement activities. To assist with the lack of capacity for Bank safeguard policies, substantial training will be provided to the prefecture PMO and Mengzi/Jianshui PEOs on all relevant safeguards in the early stage of project preparation. The timely interaction between the Bank's task team and the clients will help improve the clients' capacity to the acceptable level during project preparation and throughout implementation.

F. Environmental and Social Safeguards Specialists on the Team

Youxuan Zhu (EASCS)

Feng Ji (EASCS)

Meixiang Zhou (EASCS)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
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Environmental Assessment OP/ BP 4.01	Yes	<p>It is expected that environmental impacts during construction are mainly related to the construction activities in Mengzi City and Jianshui County, e.g. disturbance to local communities and local traffic, nuisance of dust, noise, vibration and wastewater, disposal of spoil. Environmental impacts during operation mainly include vehicle noise and emission, road safety; disposal of waste from the operation of bus depots.</p> <p>It is expected that the project will overall improve the road safety, and consequently reduce traffic congestion in the city/county. The adverse impacts are localized, limited and can be easily mitigated. The project is proposed as a category B project considering the type, location, sensitivity, and scale of the project and the nature and magnitude of its potential environmental impacts.</p> <p>All sites that require civil works will be identified prior to appraisal. An Environmental Management Plan (EMP) will be prepared by appraisal based on relevant IFC Environment, Health and Safety Guidelines and local laws/regulations. The EMP will include, but not necessarily limited to, the following aspects:</p> <p>(a) For new bus depots and terminals, design specifications for construction contractors will be developed and form part of bidding documents. The specifications would address issues including solid and wastewater management system, source and transportation of construction materials especially when ground leveling is needed, disturbance to local businesses and agricultural activities.</p> <p>(b) For re-routing road sections and re-allocation of road space, environmental specifications (Environmental Codes of Practice) for construction contractors will be developed and included in bidding documents. The specifications would include requirements for notification of public civil works, restoring local businesses during construction, on-site traffic safety management, and mitigation of other construction related nuisances.</p> <p>(c) For the 5.3 km bypass, mitigation measures will be developed for both general impacts from construction and site-specific environmental impacts. Special considerations will be given to the connectivity of rural communities and potential disturbance to irrigation systems.</p> <p>(d) Measures for the maintenance of the bus</p>
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Natural Habitats OP/BP 4.04	No	The project is mainly in the urban and peri-urban area of Mengzi and Jianshui as well as other local areas already disturbed by established human activities. The project will not convert, degrade, or restore any natural habitats or critical natural habitats. Hence, this policy is not triggered.
Forests OP/BP 4.36	No	The project will not finance activities that would involve significant conversion or degradation of critical forest areas or related critical natural habitats as defined under the policy. Hence, this policy is not triggered.
Pest Management OP 4.09	No	The project will not lead to the purchase or use of any pesticides. This policy is not triggered.
Physical Cultural Resources OP/BP 4.11	TBD	The project activities have been carefully selected to avoid negative impacts on any physical cultural resources (PCRs). Based on the available information, no PCRs have been identified to be likely affected by the project. However, given that some project activities will be in the vicinity of the Mengzi City's downtown area and Jianshui County's historic Old City, further survey must be conducted to confirm if the PCRs policy is triggered. The EA will further screen the likelihood of impacts on PCRs, such as household graves, or other objects of historical, aesthetical, and cultural value. If necessary, the EA will include a PCR Management Plan. Regardless, chance-find procedures will be included in the EMP and construction contracts. The indirect impacts from workers and local people due to increased mobility will also be addressed.
Indigenous Peoples OP/BP 4.10	TBD	Although both Mengzi and Jianshui Cities are located in Honghe Hani and Yi Autonomous Prefecture with a minority population accounting for 58 percent of local residents, most of the indigenous peoples have assimilated to urban and peri-urban life. Since most of proposed components are located within the built environments of Mengzi City and Jianshui County, no ethnic minority communities are likely to be affected. However, final determination whether OP4.10 is triggered will be made based on social assessment to be

		carried out along with the project feasibility study.
Involuntary Resettlement OP/BP 4.12	Yes	Resettlement Action Plans (RAPs) will be prepared for both Mengzi and Jianshui cities prior to appraisal. The RAP will take into account the information collected through social assessment in the two cities based on separate consultations held with men and women and include gender-sensitive compensation measures.
Safety of Dams OP/BP 4.37	No	This project does not involve traditional dams.
Projects on International Waterways OP/BP 7.50	No	This project is not located within international waterways.
Projects in Disputed Areas OP/BP 7.60	No	This project is not located in or near disputed areas.

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 12-Dec-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:

During next preparation mission (tentatively scheduled in September 2012), the first draft EA report prepared by the EA institute will be reviewed by the Bank team.

IV. APPROVALS

Task Team Leader:	Name: Fei Deng	
Approved By:		
Regional Safeguards Coordinator:	Name: Peter Leonard (RSA)	Date: 23-Aug-2013
Sector Manager:	Name: Mark R. Lundell (SM)	Date: 26-Aug-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.