

INTEGRATED SAFEGUARDS DATA SHEET

CONCEPT STAGE

Report No.: ISDSC8573

Date ISDS Prepared/Updated: 08-May-2015

Date ISDS Approved/Disclosed: 11-May-2015

I. BASIC INFORMATION

A. Basic Project Data

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|---|--|-----------------------|------------------------------|
| Country: | China | Project ID: | P148527 |
| Project Name: | Urumqi Urban Transport (II) Project (P148527) | | |
| Task Team Leader(s): | Binyam Reja | | |
| Estimated Appraisal Date: | 15-Jun-2015 | Estimated Board Date: | 15-Sep-2015 |
| Managing Unit: | GTIDR | Lending Instrument: | Investment Project Financing |
| Sector(s): | Urban Transport (90%), Information technology (10%) | | |
| Theme(s): | City-wide Infrastructure and Service Delivery (70%), Climate change (20%), State-owned enterprise restructuring and privatization (1 0%) | | |
| Financing (In USD Million) | | | |
| Total Project Cost: | 536.80 | Total Bank Financing: | 140.00 |
| Financing Gap: | 0.00 | | |
| Financing Source | | | Amount |
| Borrower | | | 396.80 |
| International Bank for Reconstruction and Development | | | 140.00 |
| Total | | | 536.80 |
| Environmental Category: | A - Full Assessment | | |
| Is this a Repeater project? | No | | |

B. Project Objectives

The proposed PDO is to improve Urumqi's public transport service quality and traffic flow efficiency.

C. Project Description

Component 1 Bus Rapid Transit (BRT) Corridors (61% percent of total project cost). This component will finance the development of three new BRT lines on existing road alignments,

namely the proposed BRT 4, 6, and 6a. The activities include: (i) construction of 51.7 km of BRT lines, including road rehabilitation and lane reconfiguration of existing lanes, installation of lane segregation and pavement markings, and construction of BRT station platforms; (ii) procurement of BRT equipment, including fare collection system, passenger information system, safety screen door system, x-ray machine, BRT priority signal at intersections, power supply for BRT stations, software and hardware for BRT dispatching center, and GPS-based onboard equipment for BRT vehicles; and (iii) procurement of 152 articulated buses (18m) and 29 regular buses (12m).

Component 2 Comprehensive Transport Information Management System (16% of project cost). This component will support the development of a city-wide Comprehensive Transport Information Management System, including: (i) development of comprehensive transport information management platform to collect and process transport data from various sources; (ii) installation of fiber optic cable network between different data center, installation of traffic data collection equipment along major roads in Urumqi, and the development of GIS-based transport data system; and (iii) improvement of parking management system, upgrade of the existing smart card system, installation of bus passenger counting system, and upgrade of existing GPS-based taxi onboard equipment.

Component 3 Public Transport Infrastructure (21% of project cost). The component will finance (i) construction of public transport hub at the South Square of the High Speed Rail Station; the hub includes BRT terminal, regular bus terminal and public transport dispatching and information center; (ii) construction of public transport terminals at Beijiao, Midong and North Square of High Speed Rail Station; and (iii) construction of two public transport parking and maintenance facilities at Sangong and Midong.

Component 4 Capacity Building (2% of project cost). This component comprises the development of a series of strategic studies, capacity building and training activities, project management and consulting services aimed at enhancing local capacities for planning, design, and operating urban transport services. Some of the studies, carried out during the project preparation, were financed using local funds. However the remaining studies and activities under this component will be financed under IBRD loan.

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

The project is located in urban and suburb area of Urumqi City, within which there are minority communities including Uyghur, Kazak, Hui and other ethnic minorities. Urumqi is the capital city of Xinjiang Uygur Autonomous Region, in northwest of China with an arid to semi-arid climate and average annual precipitation of less than 200mm.

E. Borrowers Institutional Capacity for Safeguard Policies

The Urumqi Urban Comprehensive Transport Project Research Centre (UCTPRC), which is under the Municipal Construction Commission, will serve as the Project Management Office (PMO). UCTPRC was established in 2005 as a successor to the Urumqi Outer Ring Road Construction Executive Office, which served as the PMO for the first World Bank financed Urumqi Urban Transport Project. As such, the PMO has gained experience with World Bank policies and procedures. However, due to staff turnover, the new staff may not have adequate experience with World Bank safeguard policies. In order to increase the capacity of the PMO in safeguards management, the PMO has appointed dedicated staff responsible for social safeguard work and arranged for training. In addition, the PMO has hired an experienced social consulting agency to

assist it in the preparation of the social impact assessment and safeguard documents. Finally, training on Bank safeguard policies and requirements will be provided on a continuous basis to enhance the institutional capacity on preparing and implementing social safeguard work under the project.

Similarly, for Environmental Assessment (EA) preparation, the PMO has engaged a qualified and experienced EA institute, which has experience with recent Bank-financed projects in the region, including the Yining urban transport project approved in 2012.

F. Environmental and Social Safeguards Specialists on the Team

Songling Yao (GSURR)

Xin Ren (GENDR)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

| Safeguard Policies | Triggered? | Explanation (Optional) |
|---|-------------------|--|
| Environmental Assessment OP/BP 4.01 | Yes | <p>The component 1 on improvement of public transportation corridors will be undertaken within the existing right-of-way. The component 3 on public transport facilities involves construction and rehabilitation of bus depots and terminals. The environmental impacts will be mostly construction-related, such as noise and dust, construction waste disposal and temporary storage on-site, small vegetation loss, soil erosion at water front work, sewage discharge, traffic impact, social disturbance and safety. Major impacts during operation include air pollution, noise, road safety and wastewater from bus depots etc built by the project. Social impacts under OP 4.01 will also be assessed.</p> <p>As per requirements of regulation in China and the Bank safeguard policies, the impacts will be analyzed comprehensively through EA process. Based on the ESA, an Environmental and Social Management Plan (ESMP) will be prepared to address these impacts.</p> |
| Natural Habitats OP/BP 4.04 | No | The screening for all sites carried out during the EA process confirms that there is no natural habitat as defined by this OP in the vicinity of project sites. |
| Forests OP/BP 4.36 | No | Not applicable |
| Pest Management OP 4.09 | No | Not applicable |
| Physical Cultural Resources OP/BP 4.11 | TBD | The systematic survey during the EA process so far verifies that no Physical Cultural Resources as defined by this OP was found in any project sites and the vicinity. Nevertheless, this will be confirmed at |

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| | | appraisal and chance find procedure and measures to mitigate impacts on religious activities in mosques will be developed as needed. |
| Indigenous Peoples OP/BP 4.10 | No | <p>The Ethnic Minority screening by the TT and the draft SA found that ethnic minorities, mainly Uyгур, Kazak, and Hui are in urban Urumqi City, but they are actually mainstreamed, and so the OP 4.10, Indigenous People, will be not triggered.</p> <p>However, in view of the complex ethnic composition of the city, the project will include in the social assessment potential project impacts and benefits of the improved public transport system in order to ensure that it serves all communities. Furthermore, that construction phase disruptions and any permanent access changes are not disproportionately affecting certain communities.</p> |
| Involuntary Resettlement OP/ BP 4.12 | Yes | <p>The policy is triggered because of the fact that Components 1 and 3 are likely to generate land acquisition and resettlement impacts. Specific activities include:</p> <p>Component 1: Construction of three BRT lines possibly needs extension of existing road corridors, especially in some sections of current lines, which may cause land taking/structure demolition;</p> <p>Component 3: i) Construction of two new bus services hubs will need land acquisition; ii) Construction of two parking depots will need land acquisition; iii) Construction of two BRT terminal stations will need land acquisition.</p> <p>Linkage issues: some activities are linking to the project, such as, i) existing BRT terminals; ii) existing BRT lines: some BRT stations will be updated; iii) existing land for the project, etc.</p> <p>To address the above resettlement impacts, a resettlement plan (RP) with due diligence review will be prepared.</p> <p>The possible resettlement impacts may cover permanent acquisition of collective land, or state-owned land reclamation; relocation of residential houses, small shops, etc., at some terminals/hubs and along the transport corridors.</p> |

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| | | Other social impacts during construction period will be addressed in the standalone social assessment. |
| Safety of Dams OP/BP 4.37 | No | Not applicable |
| Projects on International Waterways OP/BP 7.50 | No | Not applicable |
| Projects in Disputed Areas OP/BP 7.60 | No | Not applicable |

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 31-May-2015

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:

Environment and social safeguard studies are ongoing following World Bank and Government policies and procedures. The first draft reports will be available in end-May 2015.

IV. APPROVALS

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| Task Team Leader(s): | Name: Binyam Reja | |
| <i>Approved By:</i> | | |
| Safeguards Advisor: | Name: Peter Leonard (SA) | Date: 08-May-2015 |
| Practice Manager/ Manager: | Name: Michel Kerf (PMGR) | Date: 11-May-2015 |

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.