

**INTEGRATED SAFEGUARDS DATA SHEET  
CONCEPT STAGE**

Report No.: AC1911

**Date ISDS Prepared/Updated: 05/24/2006**

**I. BASIC INFORMATION**

**A. Basic Project Data**

Country: Mauritius	Project ID: P091828
Project Name: MU-Environmental Urban Transport Project	
Task Team Leader: Abdelmoula M. Ghzala	
Estimated Appraisal Date: December 11, 2006	Estimated Board Date: April 24, 2007
Managing Unit: AFTTR	Lending Instrument: Specific Investment Loan
Sector: General transportation sector (70%);Railways (30%)	
Theme: Other urban development (P);Public expenditure, financial management and procurement (S);Regulation and competition policy (S);Infrastructure services for private sector development (S);Land administration and management (S)	
IBRD Amount (US\$m.):	40.00
IDA Amount (US\$m.):	0.00
GEF Amount (US\$m.):	0.00
PCF Amount (US\$m.):	0.00
Other financing amounts by source:	
BORROWER	70.00
<u>Financing Gap</u>	<u>35.00</u>
	105.00

**B. Project Objectives [from section 2 of PCN]**

The program development objective is to reduce or at least stabilize traffic congestion in the Port Louis conurbation. This will benefit all people traveling in the area by reducing (or stabilizing) journey times and increasing their reliability. It will also benefit businesses by reducing the frequency of missed appointments and late arrivals. It will help all people living and working in the area by reducing vehicle emissions, noise, and nuisance, and thereby contribute to improved health and quality of life. Finally, it will assist the less well-off members of society, who cannot afford to purchase cars, but suffer from the long travel times imposed on buses by traffic congestion.

Key performance indicators and targets include:

Travel time during morning peak commuting times does not increase above 25 to 30 minutes for traffic entering Port Louis from the south and west and above 20 minutes for traffic entering from the north.

Ridership on the light rail transit system averages 93,000 per day during its first year of operation and rises thereafter at a rate no less than that of population growth in the conurbation.

### **C. Project Description [from section 3 of PCN]**

The program will comprise five components: (a) major investments in mass transit and transportation infrastructure; (b) investments in traffic management; (c) urgent measures; (d) capacity building, and policy and institutional reforms; and (e) program management. The project will be the first of a series of projects envisaged to support implementation of the government's 12-year transport program, financing the first four years of the transport program (2006-10).

Details of the component activities of the project (phase 1 of the program) follow:

A. Preparation of major investments in mass transit and roads. Depending on the results of a financial viability study and the decision of the government, this component will support preparation of the major investment of the program. In addition, this component will finance land acquisition, engineering services and measures to address potential environmental and social impacts of the major investments. This phase will fund only the following investment works: traffic management, bus lines restructuring, buses improvement, completion of missing links (road maintenance, upgrading and completion of existing alignment), and parking management. Phase 2 of the program (to be financed with a follow-on project) will fund major investment works such as mass transit system and Port Louis bypass.

B. Investments in traffic management. The second component will support the development of traffic restraint measures such as an electronic road pricing scheme, road maintenance and upgrading, the construction of a new road aimed at reducing traffic congestion, reforms of parking policy and investments in urban parking facilities (to be owned, financed, and operated by the private sector); traffic management measures; signs, signals, and road markings; road safety measures, and sidewalks and drainage, and reorganization of bus lines.

C. Urgent investments. The third component will finance installation and coordination of priority traffic signals, a new bus lane along the M1 expressway, upgrading of bus services and the bus fleet, and other related activities.

D. Sector policies, capacity building, and institutional strengthening. This component will support the introduction of reforms to ensure that policies and institutions contribute to the government's objective to reduce traffic congestion in the conurbation without damaging its economy. Under consideration are reforms of parking policy, of policies that encourage employers to pay for the travel of their employees, of policies guiding land use and urban development, and of regulations governing bus services. This component will also help through training and technical assistance to build the capacity of government entities so that they are able to manage and guide the urban transport sector into the future.

E. Program and project implementation, management, and monitoring. This component will support expertise for program and project management to ensure that the program and project is implemented efficiently, effectively and in compliance with World Bank financial management, procurement, and safeguard policies. It will finance a comprehensive social assessment, an environmental impact assessment, development of a resettlement policy framework, and other studies as needed. It will also support the preparation and management of the overall urban transport program in the Curepipe-Port Louis conurbation.

**D. Project location (if known)**

The project will address transportation issues in the Curepipe-Port Louis conurbation.

**E. Borrower’s Institutional Capacity for Safeguard Policies [from PCN]**

The borrower’s institutional capacity for safeguard policies is high. Tourism and fishing are key sectors of the Mauritian economy and both depend on sound environmental management for long-run sustainability. Mauritius’s environmental agencies have good capacity for carrying out environmental impact assessments and for monitoring compliance with the country’s laws aimed at protecting the environment and social groups. Mauritius also has good institutional capacity to develop a resettlement policy framework and action plan, and to implement its provisions. Its government is responsive to the desires of the public, and has many times in the past halted public projects that faced strong opposition from those who would be negatively affected. Mauritius also has strong capacity to comply with the Bank’s fiduciary safeguards. A comprehensive assessment of Mauritius’s institutional capacity for environmental and social safeguards will be carried out as part of project implementation.

**F. Environmental and Social Safeguards Specialists**

Mr Paul-Jean Feno (AFTS1)

Mr Mohamed Arbi Ben-Achour (AFTS1)

**II. SAFEGUARD POLICIES THAT MIGHT APPLY**

<b>Safeguard Policies Triggered</b>	<b>Yes</b>	<b>No</b>	<b>TBD</b>
<b>Environmental Assessment (OP/BP 4.01)</b>	<b>X</b>		
The project is not expected to have adverse environmental impacts on human populations or environmentally important areas. It focuses on preparing the studies required for the major investments (mass transit system and bypass), including a full environmental and social impact assessment of the major works proposed to be constructed during phase two of the program. Any potential negative impacts of the minor works that will be undertaken during phase one will be identified prior to undertaking the work, and measures required to prevent, minimize, mitigate, or compensate for adverse impacts and improve environmental performance incorporated into the design of the works.			
<b>Natural Habitats (OP/BP 4.04)</b>			<b>X</b>
Although the works to be constructed under the project are not expected to trigger this safeguard, the environmental and social impact assessment will explicitly examine this issue and determine whether or not it applies.			
<b>Forests (OP/BP 4.36)</b>			<b>X</b>
Although the works to be constructed under the project are not expected to trigger this			

<b>Safeguard Policies Triggered</b>	<b>Yes</b>	<b>No</b>	<b>TBD</b>
safeguard, the environmental and social impact assessment will explicitly examine this issue and determine if the policy is triggered.			
<b>Pest Management (OP 4.09)</b>		<b>X</b>	
<b>Cultural Property (OPN 11.03)</b>			<b>X</b>
Although the works to be constructed under the project are not expected to trigger this safeguard, the environmental and social impact assessment will explicitly examine this issue and determine if the policy is triggered.			
<b>Indigenous Peoples (OP/BP 4.10)</b>		<b>X</b>	
<b>Involuntary Resettlement (OP/BP 4.12)</b>	<b>X</b>		
The project will include some land acquisition, which may require involuntary resettlement of homes or businesses. A resettlement policy framework will be prepared by September 2006, setting out the principles that will govern involuntary resettlement to ensure that people affected will be able to share in project benefits.			
<b>Safety of Dams (OP/BP 4.37)</b>		<b>X</b>	
<b>Projects on International Waterways (OP/BP 7.50)</b>		<b>X</b>	
<b>Projects in Disputed Areas (OP/BP 7.60)</b>		<b>X</b>	

**Environmental Category:** B - Partial Assessment

### **III. SAFEGUARD PREPARATION PLAN**

- A. Target date for the Quality Enhancement Review (QER), at which time the PAD-stage ISDS would be prepared: 10/26/2006
- B. For simple projects that will not require a QER, the target date for preparing the PAD-stage ISDS: N/A
- C. Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing<sup>1</sup> should be specified in the PAD-stage ISDS.

The project is not expected to have adverse environmental impacts on human populations or environmentally important areas. It focuses on preparing the studies required for the major investments (mass transit system and bypass), including a full environmental and social impact assessment of the major works proposed to be constructed during phase two of the program. Any potential negative impacts of the minor works that will be undertaken during phase one will be identified prior to undertaking the works, and environmental management plans will be prepared, that will outline measures required to prevent, minimize, mitigate, or compensate for adverse impacts and improve environmental performance incorporated into the design of the works. The environmental and social impact assessment will determine whether safeguard policies on natural habitats (OP/BP 4.04), forests (OP/BP 4.36), and cultural property (OPN 11.03) are triggered. If it is determined that any of these policies are

<sup>1</sup> 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.

triggered, then specific environmental management plans will be prepared and disclosed before appraisal of phase two.

A resettlement policy framework will be prepared prior to appraisal, setting out the principles that will govern the preparation of the Resettlement Action Plan (RAP) if and when needed during implementation.

#### **IV. APPROVALS**

<i>Signed and submitted by:</i>		
<b>Task Team Leader:</b>	<b>Mr Abdelmoula M. Ghzala</b>	<b>05/24/2006</b>
<i>Approved by:</i>		
<b>Regional Safeguards Coordinator:</b>	<b>Mr Warren Waters</b>	<b>05/24/2006</b>
<b>Comments:</b>		
<b>Sector Manager:</b>	<b>Mr C. Sanjivi Rajasingham</b>	<b>05/24/2006</b>
<b>Comments:</b>		