

# INTEGRATED SAFEGUARDS DATA SHEET

## CONCEPT STAGE

**Report No.:** ISDSC9107

**Date ISDS Prepared/Updated:** 27-Aug-2014

**Date ISDS Approved/Disclosed:** 31-Aug-2014

### I. BASIC INFORMATION

#### A. Basic Project Data

<b>Country:</b>	China	<b>Project ID:</b>	P148129
<b>Project Name:</b>	China: Tianjin Urban Transport Improvement Project (P148129)		
<b>Task Team Leader:</b>	Gerald Paul Ollivier		
<b>Estimated Appraisal Date:</b>	13-Feb-2015	<b>Estimated Board Date:</b>	02-Jul-2015
<b>Managing Unit:</b>	GTIDR	<b>Lending Instrument:</b>	Investment Project Financing
<b>Sector(s):</b>	Urban Transport (98%), Flood protection (2%)		
<b>Theme(s):</b>	City-wide Infrastructure and Service Delivery (98%), Water resource management (2%)		
<b>Financing (In USD Million)</b>			
<b>Total Project Cost:</b>	260.00	<b>Total Bank Financing:</b>	100.00
<b>Financing Gap:</b>	0.00		
<b>Financing Source</b>			<b>Amount</b>
Borrower			160.00
International Bank for Reconstruction and Development			100.00
Total			260.00
<b>Environmental Category:</b>	B - Partial Assessment		
<b>Is this a Repeater project?</b>	No		

#### B. Project Objectives

17. The Proposed PDO is to improve safe and affordable access to areas located in the Tianjin main city, in all weather conditions, through an effective combination of mass transit, buses and non-motorized transport, focusing on people in the bottom 60 percent in terms of income level.

18. By leveraging the Tianjin mass transit and public transport system, the project will relieve congestion. By focusing on a combination of NMT and public transport access, the project will

ensure a strong focus on the B40, and build on global best practices. By combining transit oriented development with some of the public transport stations, the project will facilitate walkability. By supporting a flood information system, the project will provide early warning and decision support system for city managers, transport providers and the public to enhance urban traffic operation and management capability during period of heavy rains or flooding.

### **C. Project Description**

The proposed project will have the following components:

Component 1: Street Network Improvement (US\$245 million, 96% of cost) :

- (i) Construction of bus corridor with high level of service (BHLS) to complement the existing metro network;
- (ii) Access improvement to the mass transit system, including selected intersection improvements, interconnection facilities (bike parking, bus connection, park and ride) and street improvements for NMT access at about 10 metro stations. This subcomponent would increase the catchment area of these metro stations and leverage past investments in the mass transit system;
- (iii) Street improvement for about 8 urban roads experiencing congestion and playing microcirculation functions, focused on NMT friendly environment and connection with other transport facilities;
- (iv) Pilot a Public Bike Sharing system with about 12,260 bicycles and 446 stations to support last mile accessibility; and
- (v) Construction of about 8 bus stations including six bus terminals and two integrated hubs to improve the quality of bus service, and to ease transfers between different modes.

Component 2: Flood Management Information System (US\$6 million, 2.3% of costs): This component includes investment in a geospatial information system that links flood hazard/water logging modelling with: (a) meteorological forecasts, (b) real-time flood levels, and (c) transport management systems, to provide an early warning and decision support system for city managers, transport providers and the public.

Component 3: Technical Assistance (US\$4 million, 1.6% of costs): The proposed topics for technical assistance include:

- (i) Flood hazard assessment and performance assessment of existing and planned urban drainage systems, with particular focus on the catchment area of the mass transit system;
- (ii) Sustainable green urban transport development strategic study for the Tianjin Central Area;
- (iii) Tianjin strategy to control motor vehicle ownership and use (including parking, congestion charges), combined with GHG emission inventory and emission reduction strategy (potentially together with GIZ);
- (iv) Decision making supporting system to enhance the Tianjin Central Area bus network and develop a dynamic network improvement plan;
- (v) Diversified financing mechanisms for urban transport sustainable improvement, including PPP options for bus terminals, public bike sharing system or BRT;
- (vi) Public bicycle management development and operation mechanism, and sustainable development, considering the complementary role of private bikes and public bikes; and
- (vii) Comprehensive urban transport improvement and awareness rising for innovative approaches.

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

The proposed project is located in the city of Tianjin, about 150 km southeast of Beijing. It is a renowned historic, cultural and portal city in China as one of the four municipalities directly under the Central Government. By the end of 2010, the municipality spread over a total area of 11,946 km<sup>2</sup>, with a total population of 14.13million. Tianjin has formed a twin-center urban development. The main center city is about 280.83 km<sup>2</sup>, and the Binhai center city is about 304.44 km<sup>2</sup>.

The physical activities of the proposed project are all within the central urban built-up area, i.e. renovation of existing urban streets for BHLS and network improvement, and existing parking lots/ empty land reserved for urban utility for bus terminals and bicycle parking lots. There is no sensitive ecological environment site/area identified at the time of identification within the project impact area.

#### **E. Borrowers Institutional Capacity for Safeguard Policies**

The Tianjin PMO (TPMO) was founded in the 1990s for the World Bank financed project Phase 1. This project is the third World Bank loan project the PMO prepared and implemented. The TPMO has extensive experience with World Bank safeguards policies and procedures. TPMO has entrusted Tianjin Environmental Impact Assessment Center, an experienced EIA consultant which has been involved in previous Bank projects in Tianjin. The task team will remain closely engaged to ensure Bank's safeguards policies be adequately addressed throughout the project preparation and implementation.

#### **F. Environmental and Social Safeguards Specialists on the Team**

Peishen Wang (GTIDR)

Meixiang Zhou (GURDR)

## **II. SAFEGUARD POLICIES THAT MIGHT APPLY**

<b>Safeguard Policies</b>	<b>Triggered?</b>	<b>Explanation (Optional)</b>
Environmental Assessment OP/ BP 4.01	Yes	<p>The project will include construction activities with regards to the BHLS corridor, bus terminals, public bike sharing system and street improvement activities. Some of the bus terminals may include fuel stations.</p> <p>The project will have potential environmental and social impacts related to increased truck traffic due to material transportation, including without being limited to noise, traffic congestion and disruption, air pollution, business disruption, waste management issues, safety concerns, etc. during construction stage. The volume of construction material will be a small percentage of works taking place in Tianjin. All such urban road construction materials is expected to be purchased from commercial suppliers and not from a new quarry or borrow pit. The environmental concerns</p>

		<p>during operation stage will mainly be environmental compliance of bus terminals/ hubs in terms of waste management, traffic safety, the impacts in terms of road safety and traffic of component 1, the impact of fuel stations in bus terminals and induced indirect and cumulative impacts on land use change along BHLS corridor.</p> <p>Based on current project design, the BHLS line, street improvement and bus hub construction will be within the existing right-of-way. Existing hub sites or lots have been reserved for bus hub and terminals. The environmental and social impacts of the project are expected to be site specific, well known and are expected to be readily mitigated with good construction management and known mitigation measures. Therefore, this project is proposed as category B project.</p> <p>An Environmental Impact Assessment (EIA) and a stand-alone Environmental Management Plan (EMP) will be prepared as per requirements of OP4.01.</p> <p>The main environmental and social issues to be addressed by the EIA/EMP will include: construction dust and noise, waste management, source of construction materials, traffic disturbance, public accessibility and pedestrian and motorists safety, disturbance of roadside business, etc. The EIA will also address the alternatives of BHLS corridors, the urban streets chosen for rehabilitation and especially the selection of locations of bus terminals and hubs. The locations of the different sites will be reviewed to ascertain that the risks of flooding are integrated in the design.</p>
Natural Habitats OP/BP 4.04	TBD	<p>The project activities are all within the urban built-up area of Tianjin. Based on the current proposal, there is no natural habitat involved in the area of influence. Since the component boundaries may still evolve, this OP/BP is marked TBD at this stage, with confirmation to take place, once the exact location of all sites under the project is finalized, after confirming</p>

		whether there could be an impact on natural habitats in the area of influence.
Forests OP/BP 4.36	No	There is no forest in the proposed project area, therefore this policy is not triggered.
Pest Management OP 4.09	No	The project will not involve procurement of pesticide or have any impact on pest management practice. This policy is not triggered.
Physical Cultural Resources OP/BP 4.11	TBD	Detailed survey of physical cultural resources will be conducted during EA preparation stage through field investigation, consultation with relevant authorities and general public to confirm whether there is any physical cultural resources within the area of influence of the project. Regardless of the survey findings, a chance-find procedures will be included in the EMP.
Indigenous Peoples OP/BP 4.10	No	The project activities will be all implemented in the urban area of this historic city. There are no indigenous people in the project site according to the task team's social screening and social assessment. While some Hui people live in the Tianmu Town though which the BRT route will pass, these Hui people have been well integrated with other communities in this urban area. They are well urbanized for a long history and live a similar life as the majority Han people do. These Hui people are not considered as IP under the Bank OP 4.10. Based on available information, the task team concluded the Bank IP policy is not triggered.
Involuntary Resettlement OP/BP 4.12	Yes	<p>The civil works under component 1 are expected to be carried on existing urban land with no foreseen need for additional land acquisition or house demolition, based on information provided by the PMO and confirmed by the task team field investigation. All the project civil works are expected to take place within existing street right of way, or in areas under the control of the municipality-owned metro company or bus company, for which land was acquired for more than two years prior to the proposed project.</p> <p>The currently proposed project main civil works include:</p>

	<ul style="list-style-type: none"><li>- BHLS corridors to be built on an existing urban street with sufficient carriage surface and right-of-way, and no need for widening or land acquisition/resettlement;</li><li>- Access improvement at metro stations which mainly involve re-organizing bike parking, park and ride access/facilities at empty street space around existing metro stations, with little civil works envisaged;</li><li>- Street improvement including rehabilitation and improvement of road surface and sidewalk within existing right-of-way, with no land acquisition and resettlement expected;</li><li>- 446 bike stations to be installed on sidewalk spaces along existing streets;</li><li>- 10 bus terminals and hubs which will use either existing bus terminals or municipality-owned land lots reserved for urban utility infrastructures under the city master plan at least 5 years ago.</li></ul> <p>No ground attachment are expected to require relocation at this stage. If such need was to arise (for example for public facilities such as power line poles on street or pipes), it will not affect any individual person but rather be addressed through collaboration with relevant government agencies such as the State Grid company.</p> <p>A Social Assessment including a detailed survey and field investigation is under way and will provide further supporting information and confirmation on such aspects.</p> <p>Upon the finalization of components, a review will confirm whether any land acquisition is required and whether any public facility relocation or demolition is required. It will include a due diligence review of the status of land acquired for the project within recent 2-3 years before the project identification. In case of legacy issues of land acquisition, a RAP will be prepared to take remedial actions, and monitoring and evaluation will be continued in project implementation.</p> <p>A resettlement policy framework will be</p>
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		prepared to manage any currently unforeseen needs for involuntary resettlement that might appear during project implementation in case there is any change to project sites which requires land acquisition or involuntary resettlement.
Safety of Dams OP/BP 4.37	No	The project will not involve any dams, therefore, the policy is not triggered.
Projects on International Waterways OP/BP 7.50	No	The policy is not triggered. The project will not involve any international waterways.
Projects in Disputed Areas OP/BP 7.60	No	The policy is not triggered. The project will not involve any disputed areas.

### III. SAFEGUARD PREPARATION PLAN

**A. Tentative target date for preparing the PAD Stage ISDS:** 15-Oct-2014

**B. 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:**

EA October 15, 2014

Social Assessment October 15, 2014

Resettlement Framework October 15, 2014

### IV. APPROVALS

Task Team Leader:	Name: Gerald Paul Ollivier	
<b>Approved By:</b>		
Regional Safeguards Coordinator:	Name: Peter Leonard (RSA)	Date: 29-Aug-2014
Sector Manager:	Name: Michel Kerf (SM)	Date: 31-Aug-2014

<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.