

INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

Report No.: ISDSC8876

Date ISDS Prepared/Updated: 27-Jun-2014

Date ISDS Approved/Disclosed: 30-Jun-2014

I. BASIC INFORMATION

A. Basic Project Data

Country:	Iraq	Project ID:	P150441
Project Name:	IQ - Railway Safety Improvement Project (P150441)		
Task Team Leader:	Ibrahim Khalil Dajani		
Estimated Appraisal Date:	01-Apr-2015	Estimated Board Date:	28-May-2015
Managing Unit:	MNSTI	Lending Instrument:	Investment Project Financing
Sector(s):	Railways (100%)		
Theme(s):	Trade facilitation and market access (60%), Regional integration (20%), Export development and competitiveness (20%)		
Financing (In USD Million)			
Total Project Cost:	200.00	Total Bank Financing:	200.00
Financing Gap:	0.00		
Financing Source			Amount
Borrower			0.00
International Bank for Reconstruction and Development			200.00
Total			200.00
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

B. Project Objectives

To improve the safety, capacity and reliability for passengers and freight on the railway line between Um Qasr seaport and Baghdad.

C. Project Description

The World Bank's support will focus on institutional development and safety improvement. The reform TA component of this proposed project will introduce IRR and Ministry of Transport

officials, who have been relatively isolated due to the war and embargo imposed by the international community, to the reform options available to support efficient and market oriented transport service provision including a program for the revitalization of the railway system. The investment component, on the other hand, will address a technically complex and critical safety gap—signaling—on the South Line between Baghdad and Basra, and combine it with an overall program of safety improvement measures especially as the railway increases traffic volumes and speeds.

The proposed activities to be financed under the project are:

Component 1: Railway Modernization and Revitalization

Technical assistance to support modernization of the IRR to become more efficient and cost effective in planning and operating the railway. This would include: a) TA to expose IRR to new technology on signaling and communication; b) TA to support the establishment of a Management Information System (MIS) to improve train and freight operations; and maintenance of infrastructure and rolling stock, and to strengthen financial management; c) TA to review the operating rules and procedures and recommendations for improvement; d) explore options for private sector participation in the railway sector; and e) TA to support location selection, associated land acquisition and design of grade separated railway crossings to maximize impact on safety for both road and rail users.

Component 2: South Line Infrastructure Development

Investment in a modern, robust signaling system for the railway line from Baghdad to Um Qasr. This would include the supply and installation of equipment for central dispatching, communications to locomotives/drivers, communications to stations staff, control of point machines that operate switches, protection of level crossings, and the systems that integrate and operate equipment. It would also include training of IRR locomotive staff, maintenance staff, station staff and train control staff to operate and maintain the new system.

Component 3: Technical Assistance in Citizen Engagement, Safety and Logistics Programs

Technical assistance and investment towards supporting a system which ensures that service delivery is directly responsive to the needs of its users (i.e, citizens). The project will therefore: a) develop and operate a Citizens' Railway Reporting System to ensure user feedback on service delivery performance; b) develop a comprehensive safety program for the proposed line. This component includes the following sub components: (i) Training to ensure the IRR has the human resources (skills and organization) necessary to maintain international levels of safety standards; (ii) Development of an emergency response plan and capabilities to avert as well as to manage risks related to accidents, among other catastrophes; and (iii) Safety awareness campaigns for resident (especially children) alongside the railway related to dangers and hazards of railway crossing and related issues; and c) develop IRR's ability to attract freight traffic to the railway. This program would, inter alia, include: (i) Study of logistics opportunities for IRR; (ii) develop a transport logistics platform to enhance road/rail linkages and provide improved logistics for oil, agricultural products and containers; and (iii) pilot upgrading of at least one railway terminal facility.

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

The project location will be in Southern Iraq and that cover the railway track between Baghdad and Basra. The environmental and social impacts based on this location will be subject to a detailed assessment by the Feasibility and Environmental and Social Impact Studies that will be prepared for this project

E. Borrowers Institutional Capacity for Safeguard Policies

The Iraqi Republic Railway Company have limited knowledge and experience related to the World Bank Safeguards Policies therefore the Bank is anticipating the need to build in substantial capacity building in environmental and social safeguards, including specifically, on what are the Bank's requirements; what is the nature of Environment and Social risk under this project as well as what are some international best practices to manage these. The client is expected to comply with Bank safeguards policies, guidelines and processes. The designated Bank safeguards specialists will work with Government partners to ensure that safeguards deliverables are met. The Government team will also benefit from continuous support and guidance from Bank's safeguards specialists during project preparation and implementation.

F. Environmental and Social Safeguards Specialists on the Team

Nina Bhatt (MNSSU)

Dariusz Kobus (MNSTI)

Africa Eshogba Olojoba (MNSEE)

Anil S.V. Das (MNSSU)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/ BP 4.01	Yes	While the Bank's support is not expected to incur environmental issues, the Governorate's activities related to constructing grade separated railway crossings which are considered as "Associated Facilities" may have an impact on the environment. This policy is triggered due to the minor civil works associated with pilot upgrading of at least one railway terminal facility, the railway crossing, installation of equipment for central dispatching, and installation of railway signaling. An Environmental and Social Management Plan (ESMP) will be prepared, reviewed, approved and disclosed in-country and at the Infoshop prior to appraisal.
Natural Habitats OP/BP 4.04	No	This policy is not triggered, as existing railway does not pass through critical or non-critical habitats. Besides, the nature of works is confined to improving safety through installing signaling and communication system on the existing railway tracks.
Forests OP/BP 4.36	No	This project does not pass through any forested areas.
Pest Management OP 4.09	No	Use of pesticides is not envisaged in this project.
Physical Cultural Resources OP/ BP 4.11	TBD	While it is not anticipated that physical cultural resources impacts will accrue under this project,

		OP 4.11 is marked as "TBD" pending further data confirmation including from the archaeological entities. The project will include a chance find clause as part of the ESMP annex which will establish the protocol to follow in the event of a chance find as per OP 4.11
Indigenous Peoples OP/BP 4.10	No	This policy is not triggered as per Regional practice.
Involuntary Resettlement OP/BP 4.12	Yes	While the proposed project is not expected to incur major adverse social impacts, OP 4.12 is triggered to mitigate small-scale impacts that may arise associated with the presence of encroachers and/or minor land acquisition associated with the grade separated railway crossings (associated facilities). These issues will be investigated and appropriate safeguards instruments will be developed.
Safety of Dams OP/BP 4.37	No	The OP/BP 4.37 on dam safety is not triggered.
Projects on International Waterways OP/BP 7.50	No	This project does not trigger this policy.
Projects in Disputed Areas OP/BP 7.60	No	OP/BP 7.60 is not triggered as there no known disputes over the project area.

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 30-Mar-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:

Launch preparation of Safeguards Documents August 30, 2014 with completion by March 25, 2015

IV. APPROVALS

Task Team Leader:	Name: Ibrahim Khalil Dajani	
Approved By:		
Regional Safeguards Coordinator:	Name: Takeaki Sato (RSA)	Date: 27-Jun-2014
Sector Manager:	Name: Charles Joseph Cormier (SM)	Date: 30-Jun-2014

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.