



Project Information Document/ Integrated Safeguards Data Sheet (PID/ISDS)

Concept Stage | Date Prepared/Updated: 15-Dec-2016 | Report No: PIDISDSC18734



BASIC INFORMATION

A. Basic Project Data

Country China	Project ID P159253	Parent Project ID (if any)	Project Name Xinjiang Yining Urban Transport and Environment Project (P159253)
Region EAST ASIA AND PACIFIC	Estimated Appraisal Date Apr 17, 2017	Estimated Board Date Nov 14, 2017	Practice Area (Lead) Transport & ICT
Lending Instrument Investment Project Financing	Borrower(s) People's Republic of China	Implementing Agency Yining Municipal Government	

Financing (in USD Million)

Financing Source	Amount
Borrower	83.00
International Bank for Reconstruction and Development	100.00
Total Project Cost	183.00

Environmental Assessment Category

B-Partial Assessment

Concept Review Decision

Track I-The review did authorize the preparation to continue

Other Decision (as needed)

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B. Introduction and Context

Country Context

China achieved rapid economic growth over the past 30 years, yet with an uneven development throughout the country. To date, over 150 million people still live below the US\$1.90 per day international poverty line, and there are growing disparities between the more prosperous eastern/coastal regions and the western and central provinces. Income per capita in the western and central provinces is less than half of those found in some coastal provinces. In 2013, the central government of China announced the “One Belt One Road” (New Silk Road Economic Belt and the 21st Century Maritime Silk Road) national strategy to strengthen the connectivity and trade between China and Central Asia, as well as the rest of the world. Since Xinjiang Uygur Autonomous Region is one of the core zones along the Silk Road Economic Belt, the national strategy will also help boost development in this northwestern region of the



country. Most recently, the national 13th Five-Year plan for China's Economic and Social Development for 2016-2020 launched in March 2016 also highlights the initiative of "One Belt One Road" strategy, because of its potential poverty reduction impact.

Yining Municipality, located in the northwest of Xinjiang Uygur Autonomous Region and in the middle of Yili River Valley, is the capital of the Yili Kazak Autonomous Prefecture, 88km west of the border with Kazakhstan. With an area of 755 km², the municipality consists of a central city (currently about 45 km²), 8 district-level communities, 1 town and 8 counties, and a total population of 548,000 in 2015. Over 65% of the total population belongs to ethnic groups, among which Uygur accounts for 48.3%. Yining is China's historical gateway to Central Asia and Europe, and an important freight terminal of the "Silk Road". As a crucial link in the China-Central Asia regional integration strategy and one of the important nodes along the "Silk Road", Yining is poised to grow in the next 20 years. In 2010, the State Council designated Horgos as a new Special Economic Zone (SEZ) and it is China's largest land port in the northwestern frontier. As the most sizable urbanized center near Horgos SEZ, the city of Yining will play a critical role in the "One Belt One Road" strategy as well.

Sectoral and Institutional Context

China has experienced unprecedented motorization and urbanization in the past decade. From 2005-2014, the urbanization rate increased from 43% to 55%, and the ownership of private vehicles increased from 3.2 million to 14.6 million. As a result, growing smaller cities as well as large cities suffer from severe traffic congestion. The newly urbanized areas often lack sufficient road infrastructure and/or public transit services to the dense city centers. Thus in the national 13th Five-Year plan, China has emphasized improving comprehensive transport systems in an intelligent, integrated and green manner, as well as promoting a new pattern of urbanization for balanced regional development.

In recent years, the national government and many cities have engaged in a strategic shift in their urban transport investments towards public transport and non-motorized transport (NMT), the two modes which better address the need of lower income groups for affordable mobility and accessibility. To support greener mobility and promote more inclusive development, the China State Council adopted public transport as a national policy priority, through a directive on the Prioritization of Urban Public Transport Development dated December 29, 2012. The directive lays out four broad principles: (i) the provision of convenient services to users; (ii) the provision of integrated and interconnected transport services closely integrated with urban master plans and long term land use; (iii) the pursuit of green development with an emphasis on efficient and high capacity rapid transit systems on major corridors; and (iv) the determination of solutions that are context sensitive and appropriate. During the past few years, the Bank has been actively supporting urban transport projects promoting public transport and NMT in various cities, such as Urumqi, Tianjin, Harbin and Wuhan, through an "Integrated Corridor Approach", traffic demand management, Intelligent Transport Systems and road safety enhancement.



According to the most recent Yining Municipality Master Plan (2008-2030) approved by Yining Government, the population of Yining is expected to reach 750,000 by 2020 and 1.05 million by 2030 driven by the ongoing urbanization process in the region and the expected growth from the Horgos SEZ. The ownership of private vehicles is projected to increase by 4.2 times in 2030 compared to current ownership. Facing this expected growth and basic infrastructure needs, the city placed a high priority on urban infrastructure, public services, and environmental improvement in the 13th Five-Year Plan period (2016 -2020). With the support of the Bank's ongoing Yining Urban Transport Improvement Project (P126454), the city is developing a comprehensive Urban Transport Plan consistent with national policies for people-oriented sustainable development, including an "Integrated Corridor Approach" and "Complete Streets" concept of high-quality public transport, NMT facilities and traffic management to prioritize the movement and safety of people. In addition, the city will focus on the Yining-Horgos economic zone in the coming years, and improve the integrated transport system, industrial coordination, overall ecological development and shared infrastructure.

The ongoing Yining Urban Transport Improvement Project is supporting construction of new roads in the urban area, provision of new buses (conventional fuel) and facilities for public transport and installation of modern traffic control system. The project has progressed satisfactorily towards achieving the PDO, however there have been delays in road construction due to insufficient counterpart funding for land acquisition and resettlement costs. The proposed project builds upon the ongoing Bank-supported project with greater emphasis on i) complete street design to provide convenient and safe travel for public transport and NMT; ii) improved connection between the city center and the new SEZ by developing integrated transport corridors; iii) improved designs and condition of neighborhood roads to improve accessibility; and iv) improved level of service for public transport by upgrading the facilities and infrastructures. The proposed project draws heavily from the lessons of the ongoing project to avoid delays and shortfalls in counterpart funding by minimizing the activities that require land acquisition and resettlement.

Relationship to CPF

The proposed project is aligned with the 2013-2016 World Bank Group Country Partnership Strategy (CPS) (Report number: 67566-CN) for China, discussed by the Board on November 6, 2012. The 2013-2016 CPF focuses on three main pillars: support greener growth, promote more inclusive development, and advance mutually beneficial relations with the world. The proposed project supports greener growth by prioritizing public transport and NMT modes over private vehicles, and also reduces emissions by investing in a cleaner and more fuel-efficient bus fleet. The project also supports inclusive development in terms of improving public transport management and level of service, as well as enhancing connectivity between the central and newly-built areas for more balanced urban development.

The proposed project supports the World Bank's Twin Goals of ending extreme poverty and boosting shared prosperity. The transport corridors to be improved in the project connect the existing city center to neighborhoods with many poor or vulnerable people and newly urbanized areas. The project will also improve the infrastructure, facilities and level of service of public transport, with the majority of passengers from lower income groups, students



and the elderly. Since the proposed roads and corridors connect the core districts in Yining, where major hospitals, universities, schools, parks, and commercial centers are located, the proposed project will benefit the poor by providing more accessible travel options to jobs and public services, while reducing traffic congestion.

C. Proposed Development Objective(s)

To improve transport mobility and accessibility to selected areas of Yining Municipality in a safe, sustainable and inclusive manner.

Key Results (From PCN)

The achievement of the Project Development Objective (PDO) will be measured through the following proposed project outcome indicators:

- **Mobility Indicator:** Reduced total travel times or improved reliability along intervened corridors [choice between the two options will be made subsequently during project preparation], particularly for public transport, disaggregated by income, gender, and other relevant characteristics.
- **Accessibility Indicator:** Increased public transport coverage or population with access to public transport services and NMT facilities [choice between the two options will be made subsequently during project preparation], disaggregated by income, gender, and other relevant characteristics.
- **Safety Sub-Indicator:** Reduced number of crashes and/or fatalities in intervened areas, including NMT.
- **Efficiency Sub-Indicator:** Reduced emissions, particularly from the public transport fleet.
- **Inclusion Sub-Indicator:** Number of citizens engaged in the participatory design process, disaggregated by income, gender, and other relevant characteristics.

D. Concept Description

The proposed project consists of four complementary components, described below. The approach is to create several integrated transport corridors including roadway improvements, sustainable public transport services, as well as improved traffic management and non-motorized transport facilities. None of the components involve the construction of new roads and all road reconstruction or upgrading is expected to occur within existing rights-of-way. Several major bus routes in the city center already operate on the roads and corridors to be improved under components 1 and 2, which will be complemented by improvements in bus services supported by component 3. The bus network is expected to be optimized and extended to better connect the central areas of Yining with the newly urbanized areas, including Horgos SEZ. The proposed corridors and interventions have been prioritized and identified according to a comprehensive Urban Transport Plan, and will be confirmed through feasibility studies considering near-term traffic demand, cost-benefit analyses, and implementation plans. The total cost for the proposed project



is estimated at 1.191 billion RMB (equivalent to USD 183.2 million), including civil works, goods, cost contingency and engineering and design services.

Component 1: Road Network Improvement (estimated USD 63.4 million, 35% of estimated total cost). This component includes the upgrading or reconstruction of 5 existing urban roads (total length of 7.2km) and neighborhood roads in 5 highly-populated central areas (total length of 42.4km) by improving damaged road surfaces and geometric designs of related facilities such as bus stops, traffic signs and markings, on-street parking, pedestrian crossings, traffic calming and accessible sidewalks and ramps. It is expected that public transport services and the conditions for NMT modes will be improved in these areas. This component will also procure equipment for road maintenance and possible systems for road asset management.

Component 2: Traffic Management and Road Safety (estimated USD 57.3 million, 31% of estimated total cost). This component includes the upgrading of 6 existing arterial or secondary roads (total length of 25.1km) as integrated transport corridors. This is expected to include procuring traffic management equipment including traffic signals, traffic violation monitoring and enforcement devices, Variable Message Signs (VMS), and improving traffic signs and road markings. The selected corridors are highly congested during peak hours with mixed traffic of both motorized and non-motorized vehicles. The sidewalks and non-motorized lanes are discontinuous or suffer from inappropriate geometric designs and illegal parking. Also, on-street and illegal parking have a large impact on traffic flow and space for pedestrians and other modes. These factors cause excess traffic delays, conflicts and road safety issues. The proposed component is expected to enhance the capacity and efficiency of the selected corridors by applying dedicated bus lanes within existing rights-of-way, increasing bus services, reorganizing motorized and non-motorized traffic flows, channelizing intersections, improving traffic management facilities and parking management.

Component 3: Public Transport Improvement (estimated USD 60.1 million, 33% of estimated total cost). This component includes the construction of one bus depot and one bus depot/interchange station, procuring 250 new electric and hybrid-electric buses, installing 308 electronic station panels, and installing on-board monitoring, bus dispatching and fleet management systems, bus cleaning system and electric vehicle charging poles. These public transport improvements will complement the infrastructure improvements under components 1 and 2 by improving the level of services. Currently, there is only one bus depot in the city and most buses are parked overnight on the streets and with no facilities for maintenance. The new buses under the component will be assigned to new bus routes and to replace the existing minibus fleets to increase service frequency, capacity and coverage. Based on the household travel and bus user surveys carried out for the Urban Transport Plan, residents are most concerned about unpredictable bus arrival times and insufficient bus services in certain areas or times. The proposed bus systems will also help improve the level and reliability of services.

Component 4: Institution Development and Technical Assistance (estimated USD 2.4 million, 1.3% of estimated total cost). This component includes studies on bus route optimization and service planning, NMT and road safety



monitoring system improvements, and improved parking policies and systems, as well as potential technical visits on relevant urban transport topics.

SAFEGUARDS

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

The project is located in Yining Municipality, which is in the northwest of Xinjiang Uygur Autonomous Region and in the middle of Yili River Valley. Yining Municipality is the capital of the Yili Kazak Autonomous Prefecture and is 88km west of the border with Kazakhstan. With an area of 755 km², the municipality consists of a central city (currently about 45 km²), eight street level communities, a town and eight counties. The total population in 2015 was 548,000. Over 65% of the total population belongs to ethnic groups, among whom Uygurs account for 48.3%.

B. Borrower’s Institutional Capacity for Safeguard Policies

The Project Management Office (PMO) currently manages the Yining Urban Transport Project. It has been involved in several projects financed by the World Bank, ADB, and other international development agencies, and has extensive experience with World Bank safeguard policies. During project preparation, a training program will be developed for PMO staff to ensure compliance with domestic as well as World Bank safeguard policies. The Xinjiang Environmental Consulting Center has been engaged by Yining PMO for Environmental Assessment (EA). It is a highest-level certified EA institute with considerable experience in EA preparation for a number of recent WB projects, including Yining Urban Transport Project and Urumqi Urban Transport Project. Institutional risk under the project for safeguards is therefore deemed to be low.

C. Environmental and Social Safeguards Specialists on the Team

Songling Yao, Xin Ren

D. Policies that might apply

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>The project will rehabilitate existing roads within their right of way. Some might involve re-configuration and could result in a loss of well-grown roadside trees, which are important for this semi-arid region. Most roads have underground pipelines; drainage pipes were installed fairly recently. The project will add sidewalk and will include traffic management. For bus depots, land acquisition will be needed.</p> <p>Environmental impacts will be mostly construction-related, such as noise and dust, construction waste</p>



		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 expected during operation include air pollution, noise, road safety and wastewater from bus depots. As per OP/BP4.01, Category B is proposed for this project.
		Experience, good practice and lessons learned from Yining Urban Transport Project will be captured in the EA and the Environmental Management Plan (EMP) for this project. All activities will be identified by appraisal.
Natural Habitats OP/BP 4.04	No	All proposed activities are in built up areas or located in suburbs. No ecologically sensitive spots were observed in the project area. A survey will be conducted during EA preparation to confirm this. This OP is not triggered.
Forests OP/BP 4.36	No	All proposed activities are in built up areas or located in suburbs, and will not affect any forests.
Pest Management OP 4.09	No	The project does not involve any pesticide use.
Physical Cultural Resources OP/BP 4.11	Yes	One of the project areas is the historical neighborhood of Kazanqi, south of city center. This area has many traditional Uyghur houses in a mixed Russian style unique to the city, as well as mosques, some of which are protected cultural relics. Though these are in the project's area of influence, project activities will not directly impact these buildings. Therefore, a PCR management plan is not necessary. Nonetheless, protective measures will be developed, including chance-find procedures, and will be a part of the EMP.
Indigenous Peoples OP/BP 4.10	Yes	The end 2015 population of Yining City was about 547,500, of whom ethnic minorities were about 351,900 (64.3%). These minorities were mainly Uyghur, Kazak, and Hui nationalities, respectively accounting for 48.3%, 4.9% and 7.3% of the total city population. The Uyghur and Kazak ethnic minority communities are original inhabitants with their own language and traditional cultures, and their characteristics come under the definition of Indigenous Peoples as per OP4.10. Therefore, OP4.10 will be triggered.
		An EMDP for the project will be prepared.



The project will improve transport accessibility and management in selected corridors of central Yining Municipality, and will benefit citizens, including minorities, women and the poor. The project will also have short term and minor adverse impacts along the project corridors during implementation and will require land acquisition for two terminals/depots.

Therefore OP/BP 4.12 on Involuntary Resettlement will be triggered.

Nanan terminal/depot is to be located in a farm, needing 30 mu of farmland. An abbreviated resettlement plan (ARP) is needed for the Nanan Terminal, because less than 200 people are expected to be affected by possible land acquisition. For the Yining Park Terminal 20 mu of land was reported to have been acquired in 2014. A due diligence review will be conducted to evaluate the procedures and results of the land acquisition for Yining Park to assess if they were in line with the national land law/regulation, and to identify if there are any pending issues and the remedies. A Social Assessment will be conducted to identify other social impacts besides the impacts of land acquisition.

Involuntary Resettlement OP/BP 4.12 Yes

Safety of Dams OP/BP 4.37 No

The project does not involve any dams.

Projects on International Waterways OP/BP 7.50 No

The project will not affect the flow of the Yili River. Thus the OP/BP 7.50 is not triggered.

Projects in Disputed Areas OP/BP 7.60 No

The project does not involve any disputed areas.

E. Safeguard Preparation Plan

Tentative target date for preparing the Appraisal Stage PID/ISDS

Dec 01, 2016

Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the Appraisal Stage PID/ISDS

Draft safeguards and feasibility studies are expected in the next 3 months, but finalization and approval by the Bank and the relevant national authorities may take longer.

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APPROVAL

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