INTEGRATED SAFEGUARDS DATASHEET
APPRAISAL STAGE

I. Basic Information

Date prepared/updated: 04/04/2011 Report No.: AC6055

1. Basic Project Data

Country: China	Project ID: P121263
Project Name: China GEF City Cluster Eco-Transport Project	
Task Team Leader: Zhi Liu	
GEF Focal Area: Climate change	Global Supplemental ID:
Estimated Appraisal Date: February 28, 2011	Estimated Board Date: May 31, 2011
Managing Unit: EASCS	Lending Instrument: Specific Investment Loan
Sector: General transportation sector (100%)	
Theme: Climate change (40%);Infrastructure services for private sector development (30%);Municipal governance and institution building (30%)	
IBRD Amount (US$m.): 0.00 IDA Amount (US$m.): 0.00 GEF Amount (US$m.): 4.80 PCF Amount (US$m.): 0.00 Other financing amounts by source: BORROWER/RECIPIENT 20.25 20.25	
Environmental Category: B - Partial Assessment	
Repeater []	
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)	Yes [ ] No [X]

2. Project Objectives

To support the Government of China in enhancing transport efficiency, saving energy, and reducing CO2 emissions through multi-modal transport integration in city clusters.

3. Project Description

Component 1: China City Cluster Eco-Transport Development Strategy and Planning (proposed GEF grant allocation US$2.25 million and counterpart fund US$0.35 million). This component will support consultant services to help MOT analyze the emerging transport patterns and issues of city clusters, propose multi-modal integrated transport strategies, policies, regulations, institutional framework and coordination mechanism, and develop technical guidelines for city cluster integrated transport planning and design. The component will be based on the in-depth analytical works on CZT and other selected city clusters in China. It is envisaged that three consultancies are required:

a) Technical assistance for policy analysis of emerging issues in transport development of city clusters and for developing integrated transport development strategies for city clusters;

b) Technical assistance for developing technical guidelines for city cluster integrated transport planning and multi-modal passenger terminal design, including guidelines for Strategic Environment Assessment (SEA);

c) Technical assistance for establishing an M&E system to measure and monitor transport energy consumption and CO2 emissions in city clusters.

Component 2: Pilot Demonstration in CZT City Cluster (proposed GEF grant allocation US$1.3 million, counterpart co-financing US$27.27 million). This component will support the following activities, which will be carried out in parallel and in coordination with the implementation of Component 1:

a) Technical assistance for transport integration planning and implementation plan in CZT City Cluster, including the Strategic Environmental Assessment (SEA) at the planning level;

b) Technical assistance for (i) design of integrated multi-modal transport terminals in CZT City Cluster, including two that will be constructed under the project (see sub-component below), and (ii) design and supervision of customer satisfaction survey;

c) Construction of two multi-modal passenger terminals for pilot demonstration: (i) the Southern Changsha High Speed Rail Line Station cum Bus and Urban Rail Terminal Complex located at Lituo (also called in short Lituo Terminal) and (ii) the Western Changsha Terminal. This will be financed 100% by counterpart fund of USD 27.27 million.

Component 3: Capacity Building (proposed GEF grant allocation US$0.95 million and counterpart fund US$1.20 million). This component supports the following training and capacity building activities.

a) Development of a website for dissemination of project design and implementation experience;

b) Passenger demand model development and dissemination;

c) Workshops for knowledge and idea exchange and CZT experience dissemination on the following topics: (i) eco-transport development planning for city clusters; (ii) integrated transport terminal design; and (iii) intelligent transport systems.

d) International training for the following topics: (i) multi-modal integrated transport planning; (ii) planning and design of integrated multi-modal passenger terminals; (iii) institutional development for integrated transport management; and (vi) ITS for multi-modal passenger terminals.

Component 4: Project Management (proposed GEF grant allocation US$0.3 million and counterpart fund US$0.5 million). This component will support the Project Management Office to implement, supervise and manage the project components.

4. Project Location and salient physical characteristics relevant to the safeguard analysis

Located in Hunan Province, the CZT City Cluster comprises three major cities (i.e. Changsha, Zhuzhou and Xiangtan), four county-level cities, eight rural counties and 184 small towns, with a total population of 40.7 million and an area of 96,800 square km. The three major cities, all within 40 km to each other have a total population of 13.2 million and a land area of 28,000 square km. The individual modes of inter-city transport are quite developed there. The CZT cluster lies at the junction of several national expressways and railways including two new high-speed rails (Wuhan-Guangzhou and

Shanghai-Kunming). Two integrated terminals will be included in the project, as described in below.

Western Changsha Terminal is located in the core area of modern service industry inside Changsha Great Hexi Pilot District, east of West 2nd Ring Road, north of Fenglin Road, west of Yulin Road, south of Youyuan East Road. The area is surrounded by built-up residential areas, shops and a school. The project is to dismantle the existing Western Changsha Bus Station and reconstruct a transit hub which integrates passenger transport, rail transport, urban public transport, and other transport modes.

Lituo Bus Terminal designed as an integral part of the multimodal Railway-Urban Rail-Bus passenger terminal, is an annex to the Southern Changsha High Speed Railway Staion. It is located on the south of East Laodong Road and east of XInhuahou Road of Lituo sub-district, Yuhua District of Changsha city. The foundation and underground structure have been built.

5. Environmental and Social Safeguards Specialists

6. Safeguard Policies Triggered	Yes	No
Environmental Assessment (OP/BP 4.01)	X	
Natural Habitats (OP/BP 4.04)		X
Forests (OP/BP 4.36)		X
Pest Management (OP 4.09)		X
Physical Cultural Resources (OP/BP 4.11)		X
Indigenous Peoples (OP/BP 4.10)		X
Involuntary Resettlement (OP/BP 4.12)	X	
Safety of Dams (OP/BP 4.37)		X
Projects on International Waterways (OP/BP 7.50)		X
Projects in Disputed Areas (OP/BP 7.60)		X

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts: Overall the project is anticipated to have positive socio-economic and environmental benefits in terms of enhancing transport efficiency, saving energy and reducing CO2 emissions. Due to the civil works under construction of the two terminals, the project has the potential to cause social and environmental impacts, especially during construction stage, which have been appropriately assessed and can be adequately avoided, minimized and/or mitigated with engineering measures developed either in project design or included in the project#s EMP and RAP. Manageable adverse impacts are primarily related to: (i) social disturbance, dust and noise, site cleanup and waste disposal during construction; and (ii) wastewater, vehicle emission and noise, safety, transport emission during operation etc.

The Western Changsha Terminal will be built after demolition of the existing bus station. The area is totally built-up, with no natural habitats or physical cultural resources identified. Proper disposal of spoils, noise and dust control during construction, disturbance to local transport are given particular attention during environmental assessment process. Mitigation measures have been developed to avoid or minimize these impacts.

Lituo Bus Terminal, with its foundation and underground structure in place, is anticipated to have less construction associated impacts. Due diligence review of the original EIA report shows it complies with Chinese national EIA law and regulations. The environmental management performance during previous construction is considered meeting the standards set forth in the EIA report. For the next stage construction, an Environmental Management Plan has been developed to provide mitigation measures, institutional arrangement, supervision and budget for the implementation.

The implementation of Western Changsha Terminal for pilot demonstration would involve certain amount of land acquisition and resettlement. The construction the will involve occupation of 175 mu of land areas, including 157 mu of the existing bus terminal site owned by the state, and 18 mu of collectively owned land. Along with land acquisition a total of 11,398 square meters of houses will be removed and 20,266 square meters of existing bus terminal buildings will be demolished. The house demolition will affect a total of 110 households and 387 persons, with 64 households being physically relocated, including 56 urban households and 8 rural households. The demolition of existing bus terminal building will affect a total of 11 shops with 1348 square meters, and a total of 23 persons will be affected.

The Lituo Terminal occupies 20 mu of land within the newly constructed Changsha South Station along the High Speed Railway Line between Wuhan and Guangzhou. The construction of Changsha South Station involved permanent land acquisition of 1492 mu of land from 5 villages in the Lituo Sub-District, affecting 322 households and 1068 persons, including 275 households who were relocated. Since both land acquisition and resettlement for construction of Changsha South Station were implemented between 2007 and 2008,prior to the official involvement of the project, a due diligence review on resettlement has been carried out by an independent consultant to see whether the resettlement process has followed national laws and regulations and whether there are any remaining problems. The Bank#s team reviewed the due diligence report and concluded the resettlement practices were in line with the Chinese domestic requirement and no legacy issues remained.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:
In long term, the project will have positive socio-economic and environmental benefits in terms of enhancing transport efficiency, saving energy and reducing CO2 emissions. The integrated transport hub will help improve the efficiency urban transport and give it a priority position in the regional transport system, thus reduce energy consumption, saving interchange time between different transport modes, improving land use pattern,

upgrading local service sector. All these would contribute to the overall environmental benefits in terms of resource saving and pollution reduction.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.
The two terminals will be built in the original locations of two bus stations; therefore alternative analysis focuses on the layout design, transportation arrangement during transition period construction techniques that would minimize construction related impacts, including low noise machinery, etc.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.
In summary, MOT through the project owner has implemented a two-fold approach to minimize environmental and social impacts. There are:

Sound engineering. The project has been designed compatible with relevant urban and land use plans. The Western Changsha Terminal will be reconstructed on the site of existent Western Changsha Bus Station. The overall layout of the Terminal design has well taken into account the integration with local urban roads system. As an integrated transport terminal, the Western Changsha Terminal will help cut the total wastewater discharge, vehicle and small restaurant air pollutants emission and solid waste that have to meet the current demand of the bus station currently.

Mitigation Plans. Detailed environmental design plans such as landscaping, environmental management plans, resettlement action plans have been prepared in order to minimize and/or compensate unavoidable impacts from the project.

Environmental Management Plan (EMPs). Two stand-alone Environmental Management Plans (EMPs) have been developed based on the findings of the EIA report of the two terminals each. The EMPs detailed the environmental management and supervision originations and responsibilities, mitigation plans, capacity training plan, monitoring plan, and budget estimates of EMP implementation.

EMP implementation will be managed by MOT. A Project Management Office (PMO) will be created by the MOT, and staffed by officials from the MOT and Hunan Department of Transport (HDOT), as well as domestic consultants. HDOT has years of experiences in managing ADB and World Bank-funded transport projects in Hunan and is familiar with the Bank operational procedures and safeguards policies. Environmental management responsibility will be built into the project management structure within the PMO, with dedicated environmental management staff. The contractors and supervision engineers will need to assign qualified environmental staff to their team to ensure effective implementation of the EMP. Environmental mitigation measures developed in EMP will be fully incorporated into the bidding documents and contracts of Contractors. Environmental supervision responsibility will be included in contracts with Supervision Engineer firms as an integral part of the project supervision.

Monitoring. The PMO will recruit an Independent Environmental Consultant (IEC) to conduct independent monitoring on performance of both the contractors and the supervision engineer firms in terms of EMP implementation. The PMO will also engage qualified environmental quality monitoring institute(s) to conduct environmental monitoring according to the monitoring plan set forth in the EMP. The IEC will assist the

PMO to prepare semi-annual EMP implementation monitoring report to be submitted to the Bank.

An external resettlement consultant will be engaged prior to commencement of land acquisition and resettlement by PMO. The monitor will conduct two rounds of field visits and monitoring in year during the project implementation, with a report of each half year to the Bank.

Capacity Building. MOT and HDOT has years of experiences in managing ADB and World Bank-funded transport projects in Hunan and are familiar with the Bank operational procedures and safeguards policies. They have developed good capacity to implement, supervise and monitor both the EMP and RAP. They will be trained to enhance their implementation capacity in accordance with the RAP and EMP. Independent Environmental Consultant and External Resettlement Consultant will be hired to provide training and monitor the implementation of the EMP and RAP by all parties involved and provide advice to the MOT and HDOT accordingly.

Grievance handling. Prior to the project appraisal, contact information for the grievance channel will be disclosed, including contact agencies/persons, telephone numbers. The RP indicates that any grievance should be rapidly handled through the PG resettlement management system, external monitor, local government system, or even court system.

For the potential resettlement impacts due to construction of Western Changsha Terminal, a Resettlement Action Plan (RAP) has been prepared by the project sponsor based on a detailed survey. According to the RAP, the land acquisition and resettlement will be carried out by the Yuelu District Land Resources Bureau and Yuelu District Real Estate Bureau with support from Wangchengpo Sub-district. All these agencies have rich experience in implementation of similar resettlement projects in the project areas.

Following the relevant laws and regulations, a set of compensation policies and rehabilitation measures will be provided for the affected people. For demolition of urban houses, based on real estate appraisal, the final compensation rate is CNY3800 plus various subsidies and incentives. In comparison, the price of resettlement housing in the project area is around CNY2700 per square meter. Most affected urban residents appear to be pleased with such arrangement. For affected rural households, generous compensations and rehabilitation will be provided for those 8 households who still hold original rural status. Each person would get at least 80 square meters of resettlement housing with price set at CNY1200 per square meter. For those temporary structures, based on consultation with affected households a lump sum of compensation will be provided to the affected households. The draft RAP was developed based on consultations with affected villages and individuals. The content of the RAP will be disclosed in the project area prior to the implementation, and a qualified external monitoring agency or consultant will be selected under Terms of Reference acceptable by the Bank, to carry out resettlement monitoring and evaluation during resettlement implementation.

For the construction of Lituo Terminal, since both land acquisition and resettlement had been completed within the past three years, following the World Bank policies, a due diligence review has been carried out by an independent consultant. According to the review, which was based on interviews with relevant officials from Changsha Railway

Company and local district and sub-district governments, as well as representatives from the affected villages, the land acquisition process was in line with domestic regulations with no problems remaining; all compensations and rehabilitation measures had been delivered to the affected villages and individuals; and the income and livelihood of affected villagers have been restored or improved.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.
During the EIA preparation and RAP preparation, public consultations were conducted in accordance with the Bank#s OP4.01 and OP4.12. The EIA and RAP have been disclosed locally in accordance with the Bank#s policy and have been sent to the Infoshop prior to project appraisal. Information disclosure of EIA preparation has been carried out by posting posters and bulletins in the project area and through the internet (www.eiacn.com) during October 2010-February 2011, and the which are accessible to general public. The revised draft EIA document has been disclosed in local transportation bureaus, environmental protection bureaus, and internet on February 15, 2011. Information disclosure on project land acquisition and resettlement was distributed in the affected communities during the resettlement impact investigation and planning process. These were supplemented by a combination of opinion surveys and public meetings in the project areas and communities. Stakeholders such as local authorities, civil society, and the affected population were consulted through diverse ways such as internet, questionnaires, meetings, and focus groups on land acquisition matters. The local governments were consulted on the alignment and location of stations. All the affected communities are informed, investigated and consulted. Specific public concerns have been incorporated in project design, EIA and RAP.

B. Disclosure Requirements Date

Environmental Assessment/Audit/Management Plan/Other:	
Was the document disclosed **prior to appraisal?**	Yes
Date of receipt by the Bank	02/15/2011
Date of "in-country" disclosure	02/15/2011
Date of submission to InfoShop	02/24/2011
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
Resettlement Action Plan/Framework/Policy Process:	
Was the document disclosed **prior to appraisal?**	Yes
Date of receipt by the Bank	02/15/2011
Date of "in-country" disclosure	02/15/2011
Date of submission to InfoShop	02/24/2011
Indigenous Peoples Plan/Planning Framework:	
Was the document disclosed **prior to appraisal?**	
Date of receipt by the Bank	
Date of "in-country" disclosure	
Date of submission to InfoShop	

Pest Management Plan: Was the document disclosed **prior to appraisal?** Date of receipt by the Bank Date of "in-country" disclosure Date of submission to InfoShop
*** If the project triggers the Pest Management and/or Physical Cultural Resources, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.**
If in-country disclosure of any of the above documents is not expected, please explain why:

C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting)

OP/BP/GP 4.01 - Environment Assessment	
Does the project require a stand-alone EA (including EMP) report?	Yes
If yes, then did the Regional Environment Unit or Sector Manager (SM) review and approve the EA report?	Yes
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes
OP/BP 4.12 - Involuntary Resettlement	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes
If yes, then did the Regional unit responsible for safeguards or Sector Manager review the plan?	Yes
The World Bank Policy on Disclosure of Information	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes
All Safeguard Policies	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes
Have costs related to safeguard policy measures been included in the project cost?	Yes
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes

D. Approvals

Signed and submitted by:	***Name***	***Date***
Task Team Leader:	Mr Zhi Liu	02/19/2011
Environmental Specialist:	Mr Ning Yang	02/24/2011
Social Development Specialist	Mr Jun Zeng	02/24/2011
Additional Environmental and/or Social Development Specialist(s):		
Approved by:		
Sector Manager:	Mr Ede Jorge Ijjasz-Vasquez	02/24/2011
Comments:		