

# INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

Report No.: AC5449

**Date ISDS Prepared/Updated: 07/28/2010**

## **I. BASIC INFORMATION**

### **A. 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: November 22, 2010	Estimated Board Date: May 10, 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:	
<u>BORROWER/RECIPIENT</u>	<u>20.25</u>
	20.25

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

The Project Development Objective is to support the government in the development of a resource-saving and environmentally-friendly society through promoting multi-modal transport integration in city clusters in a way that enhances transport efficiency, saves energy and reduces CO2 emissions. The outcomes will be measured by the following indicators: (i) technical guidelines and standards developed for integrated public transport planning and multi-modal public transport terminal design and adopted by the Ministry of Transport (MOT); (ii) technical capacity acquired for integrated public transport planning and design for city clusters; and (iii) forecast transport CO2 emissions in the Changsha-Zhuzhou-Xiangtan (CTZ) City Cluster that implement the multi-modal passenger transport integration under the project are lower than Business as Usual scenario.

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

Component 1: city cluster comprehensive transport strategy and planning. This component will support consultant services to help MOT (i) analyze the transport patterns of city clusters; (ii)

propose resource saving and environmentally friendly transport development models; (iii) develop integrated transport strategies, policies, regulations, institutional framework and coordination mechanism; (iv) propose new transport technological choices; and (v) develop technical guidelines for city cluster integrated transport system development. The component will be based on the in-depth analytical works on CZT and other selected city clusters in China.

Component 2: pilot demonstration in CZT City-Cluster, including (i) technical support for the review and refinement of CZT City-Cluster Comprehensive Transport System Development Plan, including policy, institutional and implementation aspects and Strategic Environmental Assessment (SEA); (ii) technical support to the design of integrated multi-modal transport terminals; (iii) Smart Information System development, such as multi-modal transport information platform for passengers at the terminals; and (iv) pilot demonstration for the design and implementation of multi-modal passenger terminals that would minimize passenger transfer time and inconvenience. Two passenger terminals, the Southern Changsha High Speed Rail Line Station cum Bus and Urban Rail Terminal Complex located at Lituo (also known as Lituo Terminal) and the Western Changsha Terminal, are proposed for pilot demonstration.

Component 3: capacity building. Detailed activities to be included in this component will be defined during further preparation of the above two components. It would include workshops, national and international study tours, training and activities to support the dissemination of lessons learned from the project and replication to other city clusters.

Component 4: project management and monitoring and evaluation (M&E). This component will support the project management activities of the Project Management Offices.

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

The TA works would be carried out by the MOT and Hunan Province. The civil works for pilot demonstration are located in Changsha Municipality.

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

A Project Management Office (PMO) will be created by the MOT, and staffed by officials from the MOT and Hunan Department of Transport (HDOT). The PMO will be responsible for project preparation and implementation including safeguards. In Hunan, HDOT has 20 years of experience in managing World Bank-financed loans (e.g., the Third Inland Waterway Project, the National Highway Projects), and is therefore experienced in both safeguards analysis and implementation of mitigation measures. The PMO will include HDOT staff with Bank project and safeguard experiences.

#### **F. Environmental and Social Safeguards Specialists**

Mr Jun Zeng (EASCS)

Mr Ning Yang (EASCS)

## **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 proposed GEF project will support MOT and CZT in the areas of strategy, policy,			

Safeguard Policies Triggered	Yes	No	TBD
<p>technical guidelines and institutional capacity development, as well as pilot demonstration sub-projects. Two multi-modal passenger terminals in urban Changsha area are proposed for pilot demonstration: namely, the Lituo Terminal (Southern Changsha High Speed Rail Line Station cum Bus and Urban Rail Terminal Complex) and the Western Changsha Terminal.</p> <p>The task team conducted environmental screening and scoping through desk review and field visits. Based on information collected, it is anticipated that the potential negative impacts associated with the development of the two terminals will be very limited given the environmental settings and the nature and scale of construction activities. It is anticipated that the main social and environmental issues associated with the development of two terminals will be resettlement, construction impacts such as noise and dust, and waste management during operation stage. In view of the low environmental sensitivity in both terminals and very limited impacts anticipated, in accordance with OP4.01, category B is assigned to the project for environmental assessment purpose.</p> <p>Lituo Terminal. It is observed that the Lituo Terminal is part of the Southern Changsha High Speed Rail Line Station. One underground floor of the Rail Line Station is used as garage of the bus terminal. A three-floor building will be built above the garage to serve for passenger and terminal management purpose. Since the Lituo Terminal is designed as an integral part of the multimodal Railway-Urban Rail-Bus passenger terminal, the construction of the Terminal is managed by Changsha Municipal Rail Group (CMRG) which also manages the urban rail project. The CMRG has engaged an EIA institute to carry out environmental assessment study on the entire project. A Chinese EIA report has been prepared for domestic review and approval. The Bank will review the EIA report and provide comments as needed. Based on the EIA report and comments from the Bank, an Environmental Management Plan (EMP) will be prepared in accordance with World Bank Operational Policy 4.01 Environmental Assessment.</p> <p>Western Changsha Terminal. It is noted that the Terminal is an existing bus terminal located in the Wangchengpo Economic Zone of Changsha. The terminal is designed to be dismantled and reconstructed in order to function as the hub for long-distance bus, urban public bus transport and urban rail in the future. The Bank team was informed that the long-distance bus service provider, Longxiang Company, had engaged an EIA institute to prepare the project EIA report which was reviewed and approved in early 2009. However, the EIA is subject to further revision because of changes made to the terminal function and design later. The project implementing entity has been transferred to Changsha Xiandao Investment Company, which will need to re-engage an EIA institute to revise the EIA and submit it for domestic review and approval. Similar to Lituo Terminal, an EIA report and EMP report will need to be prepared for Bank review.</p> <p>Strategic Environmental Assessment (SEA). A SEA for CZT City Cluster Integrated Public Transport Plan will be carried out during project implementation as part of the project TA activities. Technical guidelines for SEA will be developed as part of multi-modal integrated public transport planning TA at the national level.</p>			
<b>Natural Habitats (OP/BP 4.04)</b>		<b>X</b>	
The project will mainly contain TA activities and physical development of two bus terminals			

<b>Safeguard Policies Triggered</b>	<b>Yes</b>	<b>No</b>	<b>TBD</b>
in existing developed areas. It will not cause impacts on natural habitats. This policy is not triggered.			
<b>Forests (OP/BP 4.36)</b>		<b>X</b>	
The project will not cause significant conversion or degradation of forests. This policy is not triggered.			
<b>Pest Management (OP 4.09)</b>		<b>X</b>	
The project will not involve procurement of pesticide or have any impact on pest management practice. This policy is not triggered.			
<b>Physical Cultural Resources (OP/BP 4.11)</b>		<b>X</b>	
The project will be built either on existing bus station (after demolition), or on built foundations shared with a railway station. It is unlikely to cause impacts on physical cultural resources. This policy is not triggered.			
<b>Indigenous Peoples (OP/BP 4.10)</b>		<b>X</b>	
The proposed pilot demonstration subprojects will be located in the urban and suburban parts of Changsha, the capital city of Hunan Province. During the project identification, the Bank's Social Safeguards Specialist visited the project sites, screened the potential presence of ethnic minority groups in the pilot demonstration subproject areas and reviewed the census data of the city. It is confirmed that no ethnic minority groups are collectively attached to the subproject areas. The project will not trigger the Bank OP4.10 Policy on Indigenous People.			
<b>Involuntary Resettlement (OP/BP 4.12)</b>	<b>X</b>		
Component 1 and the subcomponents (a) (b) and (c) of Component 2 will support city cluster integrated transport strategy, policy, and design as well as technical assistance to support pilot demonstration in CZT city cluster. The team confirmed that all design activities will be conducted based on existing CZT land-use master plan and will have no impact on land use in the area.  According to project proposal, structure demolition will be unavoidable for the reconstruction of Western Changsha Terminal. A Resettlement Action Plan (RAP) will be prepared according to OP/BP 4.12 on Involuntary Resettlement.  The land for Lituo Terminal was acquired two years ago. The project implementing agency will prepare a report to allow the Bank to conduct a due diligence review on the land acquisition practices in the area to evaluate (1) whether the land acquisition practice was in line with domestic regulations; (2) whether any legacy issues remain; and (3) whether there is any evidence that the livelihood of the affected people has worsened as a result of the land acquisition.			
<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: N/A
- B. For simple projects that will not require a QER, the target date for preparing the PAD-stage ISDS: 10/20/2010
- 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.  
All required safeguard documents shall be completed by the client by October 30, 2010.

#### IV. APPROVALS

<i>Signed and submitted by:</i>		
<b>Task Team Leader:</b>	<b>Mr Zhi Liu</b>	<b>07/21/2010</b>
<i>Approved by:</i>		
<b>Regional Safeguards Coordinator:</b>	<b>Mr John R. Butler</b>	<b>07/28/2010</b>
<b>Comments: Acting Regional Safeguards Adviser</b>		
<b>Sector Manager:</b>	<b>Mr Ede Jorge Ijjasz-Vasquez</b>	<b>07/22/2010</b>
<b>Comments:</b>		

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<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.

