

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA1182

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I. BASIC INFORMATION

1. Basic Project Data

Country:	China	Project ID:	P148071
Project Name:	Tongren Rural Transport Project (P148071)		
Task Team Leader(s):	Holly Krambeck		
Estimated Appraisal Date:	16-Mar-2015	Estimated Board Date:	25-Sep-2015
Managing Unit:	GTIDR	Lending Instrument:	Investment Project Financing
Sector(s):	Rural and Inter-Urban Roads and Highways (100%)		
Theme(s):	Rural services and infrastructure (100%)		
Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?			No
Financing (In USD Million)			
Total Project Cost:	231.79	Total Bank Financing:	150.00
Financing Gap:	0.00		
Financing Source			Amount
Borrower			81.79
International Bank for Reconstruction and Development			150.00
Total			231.79
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

2. Project Development Objective(s)

The project development objective is to improve rural connectivity in Dejiang and Sinan counties.

3. Project Description

Tongren has an unusually challenging natural topography, with 96 percent of its area comprising mountainous terrain. Although road conditions and connectivity have improved over the last three decades, the overall transport network service level is still relatively low – by the end of 2012, nearly

69 percent of roads in Tongren were unclassified roads, and only 21 percent of villages in Dejiang and Sinan counties were connected by classified roads.

Proposed project components are designed to improve transport connectivity in Dejiang and Sinan through the upgrading of rural roads and construction and upgrading of small and medium-sized bridges. The selected project roads have been selected from the Tongren 12th Five Year Plan. Through these investments, the percentage of paved township roads in Dejiang and Sinan will increase from 34 percent to 100 percent and from 53 percent to 62 percent, respectively. Also, the percentage of paved village roads will increase from 34 percent to 46 percent and from 25 percent to 31 percent, respectively.

The sustainability of these activities will be supported through technical assistance activities focused on maintenance management, transit service and rural road network planning, and project management.

The Project proposal comprises three components:

Component A: Dejiang Rural Transport (Cost: USD 144.25 million, IBRD Loan: USD 98.73 million). This component includes the upgrading of unclassified rural roads and upgrading and construction of rural bridges in Dejiag County.

Component B: Sinan Rural Transport (Cost: USD 78.30 million, IBRD Loan: USD 42.03 million). This component includes the upgrading of existing roads and upgrading and construction of rural bridges in Sinan County.

Component C: Technical Assistance (Cost: USD 1.00 million, IBRD Loan: USD 1.00 million). This component includes technical assistance activities to support capacity building and training on rural road network planning, maintenance, and road safety.

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

The project is located in Dejiang and Sinan counties of Tongren Municipality in Guizhou Province, southwestern China. The project region is dominated by mountainous terrain, with difficult and inadequate accessibility to many townships and villages. The proposed Project will upgrade and renovate existing rural roads and construct medium and small bridges at ford locations of existing rural roads.

Three environmental and socially sensitive sites are identified near three existing rural roads, including one nature reserve, one scenic area and one nature heritage (horse-shaped stone). There are 123 family graves to be relocated by the project.

5. Environmental and Social Safeguards Specialists

Aimin Hao (GSURR)

Peishen Wang (GENDR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The project includes rehabilitation and improvement of existing rural roads and construction of a number of small

		and medium bridges on these existing rural roads where currently pedestrian and vehicles traverse these small rivers through shallow river beds or simple bridges. The construction activities will have potential environmental and social impacts during construction stage, including soil erosion, material borrow and waste spoil management, nuisance of dust and noise, wastewater management, community impact, traffic disturbance and safety issues, etc. Therefore, this policy is triggered. An EIA and a stand-alone EMP have been prepared.
Natural Habitats OP/BP 4.04	Yes	One of the existing rural roads is located within a county-level nature reserve. The project will also include construction of bridges over small creeks and rivers. Therefore, this policy is triggered, and potential impacts are assessed in the EIA and necessary measures developed in the EMP.
Forests OP/BP 4.36	No	The rehabilitation and improvement of existing rural roads will not involve forest sector activities, nor will it have potential impacts on the health and quality of forest. 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	Yes	There are 123 family graves to be relocated by the project. There is also a horse-shape stone (“stone horse”, which is regarded as a natural heritage site by local communities) in the vicinity (ca. 20m distance) of one rural road in Dejiang. Therefore, this policy is triggered. The family graves are found to be private graves of local villagers without significant archeological, cultural or paleontological value, and their relocation is adequately addressed in the Resettlement Action Plan. Precaution measures have been developed to avoid potential impacts on the stone-horse during construction in the EMP. In addition, chance-find procedures are included in the EMP.
Indigenous Peoples OP/BP 4.10	No	The Project will support the construction of rural roads in Dejiang County and Sinan County of Tongren Municipality, Guizhou Province. In Dejiang the Tujia ethnic minority accounts for 83.96% of the total county population. In Sinan, The Project will support the construction of rural roads in Dejiang County and Sinan County of Tongren Municipality, Guizhou Province. In Dejiang the Tujia ethnic minority accounts for 83.96% of the total county population. In Sinan, Han people accounts for 49.55% of the total population, and Tujia ethnic minority is the second largest ethnic group

		<p>accounting for 28.34% of the total county population. According to the Project proposal, the Bank's supported project will be constructed in the area where Tujia minority communities are present. In addition, there are other 17 ethnic groups identified in the project areas. However, through generations of inter-marriage and cultural integration, these groups share a common language and do not have distinct characteristics from the general population. This is confirmed by consultations with local Ethnic Minority Affairs Bureaus, discussions with local minorities, site visits, and a desk review of relevant documents and materials.</p> <p>Based on this assessment, it is clear that the Tujia and other 17 ethnic groups in the Project areas are, for all intents and purposes, indistinguishable from their Han neighbors. Therefore, this policy is not triggered.</p> <p>Awareness raising among workers from outside will be conducted to respect local communities' traditions during constructions.</p>
Involuntary Resettlement OP/BP 4.12	Yes	<p>Land acquisition and structure demolition will be unavoidable for the construction of small bridges and widening of roads. The predominant proportion of land acquisition will be waste land on hilly slopes, and this will not cause negative impacts to local villagers. Donation of waste land by local communities will be based on transparent consultation, and local communities will be informed that they will not be under pressure to donate land for project construction. The process of voluntary land donation will be documented in writing. For the acquisition of arable land and for structure demolition, compensation will be paid to affected households guided by the Resettlement Action Plan, which has been prepared and disclosed locally on March 4 in Sinan and March 9 in Dejiang. The English translation has been disclosed at Bank's InfoShop on May 6 2015.</p> <p>A compensation policy has been formulated which states that demolition of houses/structures and acquisition of cultivated land will be compensated based on most recent national guidelines for compensation standards, namely "The Guiding Opinions on Improving Compensation and Resettlement System" and "Implementation Guidance on Deepening Reform and Intensifying Land Management by Guizhou Provincial Government." The compensation policy guiding compensation for land acquisition and house relocation for activities to be retroactively financed</p>

		has been issued by both Sinan and Dejiang county. Further compensation policies from both counties will be issued once detailed project design is finalized for following batches. This will be guided by implementation of the RAP.
Safety of Dams OP/BP 4.37	No	The Project doesn't involve any dams. The policy is not triggered.
Projects on International Waterways OP/BP 7.50	No	The Project doesn't involve any international waterways. The policy is not triggered.
Projects in Disputed Areas OP/BP 7.60	No	The Project is not located in any disputed area. The policy is not triggered.

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:

The project includes rehabilitation and improvement of existing rural roads, and construction of a number of small and medium bridges on these existing rural roads where currently pedestrian and vehicles traverse these small rivers through shallow river beds or simple bridges. The construction activities will involve civil works, which will have potential environmental and social impacts during construction stage, including soil erosion, material borrow and waste spoil management, nuisance of dust and noise, wastewater management, community impact, traffic disturbance and safety issues, etc.

In spite of fairly large aggregated civil works, the rehabilitation and improvement of each individual rural road is rather small in scale, which mainly includes improvement of pavement on existing road surfaces with limited widening, where necessary. The environmental impacts of each individual rural road improvement are site-specific and of temporary in nature, and thus unlikely to be significant and irreversible. These impacts can readily managed with known mitigation measures and good construction management. Therefore, the project is classified as a Category B project.

The project roads will involve a few environmental and social sensitive sites, including:

(1) Siyetun Nature Reserve in Sinan: the existing Shangguanqing – Langan road (8.4km) is within the boundary of the Siyetun Nature Reserve, with protected wildlife and forest ecosystems. Based on EIA findings, due to intensive use of the existing road by local communities, the main habitats of those protected wildlife are far from the road (over 2km). There are a number of old trees identified in the vicinity of the road that will be protected during construction. The project will improve this existing road with pavement (including a medium bridge) and will not lead to degradation, conversion or additional fragmentation of the natural habitat of the reserve. The temporary impacts during construction stage can be well managed with good environmental practice.

(2) Bailuzhou Scenic Area in Sinan: The proposed Qinglongzui Bridge will cross the Xiaoxi River, which is located within the boundary of the Bailuzhou Scenic Area. The bridge location has the normal river bank landscape and is far away from the three scenic spots of the Bailuzhou Scenic Area. The bridge adopts a one-span scheme crossing the small river and will not touch the

river bed. The bridge will be specially designed to become a scenic spot to enhance the aesthetic view in the project section of the river. Therefore, the project will not have adverse impacts on the scenic area, and temporary impacts during construction stage will be well managed with good environmental practice.

(3) Stone Horse in Dejiang: There is a horse-shaped stone near the Hetou-Dayuan road in Dejiang. The stone is considered as a natural heritage for the local community. It is about 20m away from the road. With good construction management (e.g., no blasting, no widening, behavior education to workers, etc.), the potential adverse impacts from renovation of the existing road can be adequately avoided and mitigated.

Besides these sensitive sites, other main potential environmental and social impacts of the project include:

(1) Potential impacts on rivers: The project includes construction of 30 medium and small bridges on the existing rural roads, where currently pedestrian and vehicles cross the small creeks/ rivers over the shallow river beds or simple bridges. Construction activities have the potential impacts of increased soil erosion and sediments into the rivers. Based on EIA findings, these rivers are basically mountain creeks, dry gullies, seasonable rivers and small rivers. Given the small flow rate, lack of nutrient sources, these small creeks/rivers are not habitats to support complex aquatic ecosystem. There is no protected aquatic species, migratory fish or major spawning sites found in these small rivers. Therefore, these small rivers are not critical habitats. The project bridges are all small and medium bridges that will have minimal disturbance of the rivers during construction. With adequate protection and erosion control measures, the temporary impacts of construction can be properly managed.

(2) Material borrow and excessive spoil disposal: The project will purchase the cement, sand and aggregate material from commercial suppliers, therefore, no material borrow sites are needed. The excessive material will be disposed of at 80 spoil disposal sites identified in the project area. These disposal sites have been selected following the environmental criteria and avoid environmental sensitive areas. Measures of disposal and post-reclamation have been developed in the EMP to ensure proper management of the excessive materials.

(3) Social impacts: The construction activities will have potential adverse impacts on traffic, disturbance of daily life of local communities, impacts on utility lines, land acquisition and resettlement, and nuisance of noise and dust to the local communities.

In terms of social-specific impacts, the project will involve permanent and temporary use of land for rural roads improvement and building of small bridges. The predominant proportion of land will be waste land not cultivated, and some arable land will also be taken and some structures will be demolished to make room for roads and bridges construction. Also, improved roads will potentially increase speed of vehicles causing traffic safety issues.

In summary, the project activities of rehabilitating and improving the existing rural roads will have limited environmental and social impacts that are site-specific and of temporary in nature. Such impacts are unlikely to be large scale, significant and/or irreversible.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:

There is no major large scale future activities anticipated in the project area.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

The project is to renovate the existing rural roads by turning the dirt roads to paved roads,

therefore, there is no alternative analysis for road alignments. Alternatives analyses were conducted for two medium bridges, i.e. bridge scheme options and location options. Final selection is based on consideration of minimum disturbance on river bed and avoidance of community impacts.

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.

Environmental Safeguards

To address the potential environmental safeguards issues, an EIA and a stand-alone EMP have been prepared for the project by Guizhou Provincial Academy of Environmental Science, a licensed EIA institute which has experiences with several Bank projects in Guizhou Province. The EIA thoroughly addresses the potential adverse environmental and social impacts, based on which a stand-alone EMP was developed.

The preparation of EA documents followed the relevant national laws/regulations and guidelines, as well as Bank's safeguards policies and EHS General Guidelines. The EMP specifies the institutional arrangement of environmental management and supervision, mitigation measures, capacity training plan, monitoring plan, and budget estimates of EMP implementation. Besides project-specific mitigation measures for specific sensitive sites/receptors, the EMP also includes a set of generic Environmental Code of Practices (ECOPs) for contractors which will be incorporated into the bidding documents and contracts. The ECOPs draw on the experiences and lessons learnt from the rural road component of existing Bank financed Guiyang Transport Project and Guiyang Rural Road Project, and provide a set of generic mitigation measures for each type of typical road construction/rehabilitation activities, i.e. site construction, site clearing, access roads, disposal sites, slope stability, backfilling, drainage, bridge and culvert construction, water pollution and soil erosion control, physical cultural resources, safety and health, public consultation and social disturbance etc.

For construction and renovating rural roads, Tongren has experience in following well established environmental assessment and land acquisition and resettlement procedures as per national laws/regulations. However, this project is the first World Bank lending project in Tongren and the local government has no prior experience with World Bank safeguard policies. To address this issue, the PMO retained experienced environmental assessment (EA) and social assessment (SA) consultants that have worked on previous World Bank projects in Guizhou Province for safeguards preparation, and will engage environmental and social monitoring consultants to monitor implementation. The Bank task team has provided environmental training during preparation missions, and will continue such training in launch workshop and during implementation supervision.

Tongren PMO will be responsible for overall management of EMP, including hiring external environmental supervision consultant. The Tongren Project Construction Management Office (TPCMO) will be responsible for direct management of EMP implementation, including assigning dedicated environmental staff, ensuring incorporation of EMP measures (ECOPs) into bidding documents and contracts, engaging supervision engineers and contractors on implementation of ECOPs. The contractors and supervision engineers will be required to assign qualified environmental staff to their team to ensure effective implementation of the EMP. Besides on-site Supervision Engineers, an independent Environmental Supervision Consultant shall be engaged to help PMOs conduct periodical site supervision and prepare semi-annual environmental report to

the Bank.

Social Safeguards

To address potential social safeguards concerns, a Social Assessment and Resettlement Action Plan have been prepared in accordance with Bank guidelines by Wuhan University, which has undertaken similar work on Bank projects in Guizhou Province.

The predominant proportion of land acquisition will be waste land on hilly slopes, and this will not cause negative impact to local villagers. Donation of waste land by local communities will be based on transparent consultation, and local communities will be informed that they will not be under pressure to donate land for project construction. The process of voluntary land donation will be documented in writing. For the acquisition of arable land and for structure demolition, compensation will be paid to affected households guided by the Resettlement Action Plan, which has been prepared and disclosed locally in March. The English translation has been disclosed at Bank's InfoShop on May 6 2015.

A Compensation policy to guide land acquisition and resettlement has been formulated by the PMO and endorsed by local county governments. The policy states that cultivated land that yields income and houses/structures demolished will be compensated at the standards stated in the most recent policy namely "The Guiding Opinions on Improving Compensation and Resettlement System" and "Implementation Guidance on Deepening Reform and Intensifying Land Management by Guizhou Provincial Government." Compensation policies will be issued separated by Sinan and Dejiang county to guide compensation for land acquisition and house relocation. The policies will be informed by detailed project design and issued before each batch of roads and bridges is being constructed.

Construction companies will be made aware of negative impact to traffic, and should take necessary measures to minimize interruptions to traffic. Traffic safety measures such as speed limits will be taken near villages to reduce traffic accident risks.

Awareness raising to outsiders working in the project areas will be conducted to respect local communities' traditions during constructions.

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 project preparation process and the stages of the project design, public consultations were conducted in the project area following both national environmental and social policies as well as World Bank policies. Consultations were conducted through a combination of opinion surveys and public meetings along the transport corridors and the communities around the bus hubs. Information about the project, potential environmental and social impacts, and planned mitigation measures were provided to the public during consultation. Main concerns from the public include adequate compensation for land acquisition and resettlement, traffic disturbance and accessibility impact during construction, nuisance of noise etc. These concerns were addressed in the EIA, and necessary mitigation measures were developed in EMP and the project design.

The draft EIA has been locally disclosed on December 11, 2014 in the website of Dejiang and Sinan county governments, and the final EIA/EMP have been disclosed again on March 27, 2015. The draft RAP has been locally disclosed at Sinan and Dejiang local newspaper and government websites on March 4 and 9, 2015. The EIA and EMP were disclosed on InfoShop on April 14, 2015, and the RAP and SA were disclosed on May 6.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	13-Apr-2015
Date of submission to InfoShop	14-Apr-2015
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	00000000
"In country" Disclosure	
China	11-Dec-2014
<i>Comments:</i>	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	17-Apr-2015
Date of submission to InfoShop	06-May-2015
"In country" Disclosure	
China	09-Mar-2015
<i>Comments:</i>	
If the project triggers the Pest Management and/or Physical Cultural Resources policies, 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

OP/BP/GP 4.01 - Environment Assessment	
Does the project require a stand-alone EA (including EMP) report?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.04 - Natural Habitats	
Would the project result in any significant conversion or degradation of critical natural habitats?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.11 - Physical Cultural Resources	
Does the EA include adequate measures related to cultural property?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
OP/BP 4.12 - Involuntary Resettlement	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
The World Bank Policy on Disclosure of Information	
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
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 [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
All Safeguard Policies	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have costs related to safeguard policy measures been included in the project cost?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

III. APPROVALS

Task Team Leader(s):	Name: Holly Krambeck	
<i>Approved By</i>		
Safeguards Advisor:	Name: Peter Leonard (SA)	Date: 24-Jun-2015
Practice Manager/ Manager:	Name: Michel Kerf (PMGR)	Date: 25-Jun-2015