

**COMBINED PROJECT INFORMATION DOCUMENTS / INTEGRATED  
SAFEGUARDS DATA SHEET (PID/ISDS)  
CONCEPT STAGE**

**Report No.:** PIDISDSC20277

**Date Prepared/Updated:** 09-Dec-2016

**I. BASIC INFORMATION**

**A. Basic Project Data**

<b>Country:</b>	China	<b>Project ID:</b>	P157787
		<b>Parent Project ID (if any):</b>	
<b>Project Name:</b>	Shaanxi Xi'an City Intelligent Public Transport Project (P157787)		
<b>Region:</b>	EAST ASIA AND PACIFIC		
<b>Estimated Appraisal Date:</b>	18-Sep-2017	<b>Estimated Board Date:</b>	15-Mar-2018
<b>Practice Area (Lead):</b>	Transport & ICT	<b>Lending Instrument:</b>	Investment Project Financing
<b>Borrower(s):</b>	PEOPLE'S REPUBLIC OF CHINA		
<b>Implementing Agency:</b>	Xi'an Urban Infrastructure Investment and Development Co.		
<b>Financing (in USD Million)</b>			
<b>Financing Source</b>			<b>Amount</b>
Borrower			98.30
International Bank for Reconstruction and Development			150.00
Total Project Cost			248.30
<b>Environmental Category:</b>	B - Partial Assessment		
<b>Concept Review Decision:</b>	Track I - The review did authorize the preparation to continue		
<b>Is this a Repeater project?</b>	No		
<b>Other Decision (as needed):</b>			

**B. Introduction and Context**

**Country Context**

Urbanization in China

1. Over the past three decades, rapid economic development in China, supported by steady urbanization, has lifted more than 500 million people out of poverty. Urbanization has created a supportive environment for growth with abundant labor, cheap land and good infrastructure. The urbanized population grew from 30 percent in 1996 to 56.1 percent in 2015. As this urbanization continues, China is expected to have one billion urban residents by 2030. Although China has avoided some of the common problems of urbanization—( notably slums and urban unemployment—( its reliance on land financing has resulted in urban sprawl, environmental pollution and social inequities. The Government of China (GoC) has called for a new model of urbanization with a focus on reforming urban planning, improving land policies, removing obstacles to people—( s mobility, and enhancing public services.

#### Motorization in China

2. China also faces a serious challenge from the rapid increase in motorization. In 1995, there were 2.5 million private automobiles; by 2015 there were 144 million. Although the motorization level is still very low compared to wealthier countries (91 motor vehicles per 1,000 inhabitants for China, compared to 565 for the European Union and 790 for the United States ), Chinese cities are suffering from increasing levels of congestion and air pollution, and from poor road safety.

#### National Strategy to Promote Public Transport

3. Challenged with urbanization and motorization, China has established a national strategy to promote public transport (PT). The State Council issued a guiding opinion in 2012 calling for cities to develop PT as priority. This national guideline specified seven strategies for PT development: integrated planning, infrastructure construction, Transit-Oriented Development (TOD), government investment, more investment channels, ensuring bus right-of-way priority, and intelligent PT. The Ministry of Transport (MoT) subsequently issued an implementation guideline which set the target for Chinese cities to have PT as the dominant mode for urban transport, providing safe, reliable, economic, and efficient PT services to citizens. To demonstrate how to implement the national strategy of PT priority, the MoT has been leading the nationwide effort of the —( Transit Metropolis—( development program since 2011. The MoT has also established a series of criteria to guide the development of —( Transit Metropolis—( pilot cities, including PT modal share, PT route density and coverage, PT vehicles per 1,000 population, bus speed, reliability, accessibility at PT stations, fleet energy efficiency, passenger satisfaction, bus priority network, bus operation efficiency, smart-card usage, intelligent dispatching and monitoring, and public PT information services. Xi—( an is part of the first batch of —( Transit Metropolis—( pilot cities.

#### Intelligent Public Transport Systems (IPTs) in the Smart City context

4. The evolution of Smart City initiatives has intensified in recent years as China capitalizes on a —( latecomer—( s advantage—( with regard to fast-evolving Internet technologies. Since 2010, the Smart City concept has increasingly become a trend in China—( s urban construction. This is supported by guidance from a legion of Central Government ministries. Over 250 cities, including Xi—( an, have initiated Smart City investments involving a wide range of areas including transport. In this context, Intelligent PT systems are also undergoing a paradigm shift with enormous potential for their creative power and technology to improve operating efficiency

and service quality. In 2014, the MoT issued guidelines to develop Intelligent PT systems focused on operational monitoring, intelligent dispatching, PT data centers, and public travel information platforms. Xi'an is one of the first ten pilot cities in China to develop Intelligent PT systems.

### **Sectoral and Institutional Context**

#### **Xi'an: An Ancient Capital and Tourist Destination**

5. Xi'an, the capital city of Shaanxi Province in Central-Northwest China, has a total area of 10,108 square kilometers (km<sup>2</sup>) and population of 8.7 million. Xi'an was the starting point of the ancient Silk Road and now is a key gateway city of the Silk Road Economic Belt of the One Belt, One Road (OBOR) initiative, which the GoC launched in 2013 to create new trade routes and business opportunities between China and Central and Southeast Asia, Europe, the Middle East and Africa. Xi'an is moving away from heavy industry and manufacturing and shifting toward high-tech and services including tourism. Xi'an, with over 3,000 years of history and the capital city of several of China's most prominent dynasties, is one of the country's most popular tourist destinations. The famous Terracotta Army, the Han and Tang tombs, the wall that surrounds the oldest part of the city, and other cultural relics attract millions of tourists each year. In 2012, USD 99.481 billion in total tourism revenue were generated, nearly five times that of London.

#### **Motorization in Xi'an**

6. Like most large cities in China, Xi'an suffers from severe congestion with rapid motorization and the decline of non-motorized transport (NMT). Motor vehicle ownership has been growing exponentially from less than half a million in 2005 to 2.4 million in 2015. Xi'an has only 187 cars per 1,000 population, less than Beijing (251) but more than Shanghai (110) and Guangzhou (177) and much less than London (317), for example. The city suffers from severe congestion due to inefficient land use, poor traffic management, poor road-user behavior, and lagging PT development. Despite a successful large-scale Public Bicycle Scheme (PBS), the bicycle modal share in Xi'an plummeted from 34 percent in 2000 to 13 percent in 2012. A lack of bicycle infrastructure and pedestrian facilities results in safety issues, especially at intersections and near PT stations.

#### **Public Transport in Xi'an**

7. Xi'an is belatedly catching up on PT development, especially the metro, but its bus system is lagging behind. Xi'an's 13th Five-Year-Plan envisions a public transport system with a metro system as its backbone, a bus system as its main body, and NMT as its extension. Xi'an currently has two metro lines in operation (45.9 km) and two more lines under construction. The city plans to construct a 550 to 600 km metro network by 2030, implement 160 km of six Bus Rapid Transit (BRT) lines, improve bus-stop locations and designs, and integrate the bus network with the metro system. At the present time, Xi'an has 280 bus routes and 9,050 standard buses serving 4.8 million daily bus trips (36 percent of total daily trips excluding walking).

8. According to a latest study by Zhongshan University, only 56 percent of bus passengers are satisfied with PT services in Xi'an. The survey showed that passengers are not satisfied with the safety, punctuality, route coverage, and operating duration of buses. Shorter waiting

times and greater reliability and accessibility of PT services are among the top priorities demanded by passengers. The study also found that Xi'an is lagging behind its peer cities in China in terms of the number of buses; this results in crowding. Bus routes are inefficiently operated: considerable overlapping results in long lines at bus stations. The lack of bus depots also creates a bottleneck for bus maintenance and dispatching. Operations are affected because more than half of all buses must park on roads, many buses must turn around before completing their cycles, and bus routes must be changed due to lack of depots. The serious deficiency in maintenance capacity not only increases the potential for vehicle breakdown and accidents, but also shortens vehicle operation life. People cannot make easy transfers among buses, metro and railway due to the lack of transfer stations and information. The poor integration between Metro and buses is common in Chinese cities. Xi'an is not hopeful about meeting the national Transit Metropolis criteria in terms of the number of buses, bus-route density, bus-operation efficiency, and passenger satisfaction. The Xi'an Public Transport Company (XPTC), which operates the PT system, reports increasing losses each year due to rising operating costs, especially labor costs.

9. Xi'an also plans to integrate PT and tourist transport. It aims to rely on PT to serve the largest portion of tourist travel demand by improving PT accessibility and service quality. However, current PT accessibility and service quality are particularly poor in suburban tourist areas; very low coverage and low-quality buses make it difficult to compete with private vehicles. Low-quality buses are not only bad for the image of the tourist areas, but also lead to pollution which especially affects these environmentally sensitive areas.

#### IPTS in Xi'an

10. Xi'an has developed foundations for Intelligent Transport Systems (ITS) and IPTS. As an Intelligent PT pilot city, Xi'an aims to use technology to improve the operating efficiency and service quality of its PT system. The XPTC currently has a three-level bus operation and dispatching system: a citywide management system, a sub-company dispatching center, and route-level dispatching stations. The system covers only one fifth of all buses and routes. The city also has a Transport Information Center (TIC) which serves as a good basis for kick-starting ITS and IPTS initiatives. The TIC mainly receives data from in-vehicle equipment supplemented by on-site cameras. The Traffic Police operate a Traffic Command Center (TCC) for traffic monitoring and management. However, on-site ITS equipment is poor and the deployment and operation of ITS hardware have not yet appeared to result in any significant improvement in traffic conditions in the city since 2006. Data collection, analysis and dissemination are underutilized and not shared to any great extent with other agencies.

#### World Bank Involvement in Xi'an

11. Xi'an has sought the World Bank's support to address deficiencies in its urban transport network. To improve transport accessibility and mobility in Xi'an Municipality and enhance air-quality monitoring in the urban transport system, the Xi'an Sustainable Urban Transport Project (P092631) (the First Xi'an Project) has been under implementation since 2008 and is due to be completed on March 31, 2017. The First Xi'an Project established several foundations for ITS, including an Area Traffic Control (ATC) System comprising 250 traffic signals, plus monitoring and E-police cameras. However, these were focused on the deployment of equipment and have yet to move to the next steps of collecting useful data,

analyzing these data and integrating them with other data platforms for the benefit of end-users. In addition to the first World Bank loan, Xi'an also carried out several urban transport studies focusing on PT under the China-GEF World Bank Urban Transport Partnership Program (TF092489).

12. This second project is proposed to upgrade the citywide IPTS in Xi'an so that data collection (including data collected from equipment financed by the First Xi'an Project) and analysis can be enhanced to produce not only useful parameters for transport evaluation but also improved operating efficiency and service quality for users. Because the IPTS does not work alone without a well-developed PT physical infrastructure system, the project also includes the construction of PT support infrastructure at strategic locations in the city, showcasing how different types of bottlenecks identified in Xi'an's PT system can be addressed. These include bus depots, transfer stations, a TOD complex, maintenance and training areas, as well as new-energy buses for signature tourist routes. This project will make PT operations more efficient and reliable due to improved dispatching, monitoring and management, while addressing the system's bottlenecks. As such, this project will set an example for other Chinese cities to follow. In addition, the project will incorporate also lessons from research on how ITS and Smart City initiatives achieve synergies to benefit public transport users and others. One key lesson is that in the context of Smart Cities, ITS acquires a bottom up nature instead of a top-down one. This bottom up approach puts the user in the spotlight and the project will therefore bring the user to the fore. The project's scope was also drawn from findings of the GEF studies, especially on PT planning and operation, bus terminal and bus depot design, bus priority lanes, TOD, Transport Demand Management (TDM), and parking, and will highlight an integrated approach to PT efficiency and service-quality improvement in the Smart City context.

### **Relationship to CAS/CPS/CPF**

13. The proposed project is aligned with the 2013-2016 World Bank Group Country Partnership Strategy (CPS) for China. The 2013-2016 CPS focuses on three main pillars: (i) supporting greener growth; (ii) promoting more balanced regional development; and (iii) advancing mutually beneficial relations with the world. This project addresses the first two pillars directly. On greener growth, the project responds to Outcome 1.3, which calls for the promotion of low-carbon urban transport. This focuses on accelerating the shift to public transport and improving transport efficiency through city-specific transport investments by assigning priority to large cities in China's Central and Western regions. On more balanced regional development, Outcome 2.4 is associated with the improvement of (a) connectivity for more balanced regional development, and (b) transport integration and connectivity.

14. The project supports the World Bank's goal of enhancing shared prosperity. The Xi'an Metropolitan Region (XMR) is located in less-developed Western China. The project will combine intelligent public transport management technology with bus depot infrastructure at strategic locations in the city to improve public transport service provision. Therefore, a more efficiently managed and reliable public transport system, with accurate, real-time information readily available to the public, will specifically benefit the bottom 40 percent of residents who rely on public transport to access jobs and other activities. The project will also pay special attention to the travel needs of disenfranchised groups such as the poor, the elderly, women, and people with disabilities. It will also provide data and help to develop the necessary tools to enable the monitoring of these impacts.

## C. Proposed Development Objective(s)

### Proposed Development Objective(s) (From PCN)

15. The PDO is to improve public transport efficiency and reliability in Xi'an Municipality.

16. Achievement of the PDO will be measured by the following indicators:

### Key Results (From PCN)

- 1) Percentage of bus users satisfied with the service: the Project will increase user satisfaction from 56% (baseline) to 80% (target). This key indicator measures the  $\Rightarrow$  (improve public transport efficiency and reliability) $\Rightarrow$  ( of the PDO. As buses are more efficient and reliable, passengers are more satisfied. The measurement of this indicator will be disaggregated by income and gender.
- 2) Percentage of buses that are on time: the Project will increase reliability from 52% (baseline) to 75% (target). This key indicator measures the  $\Rightarrow$  (improve public transport reliability) $\Rightarrow$  ( part of the PDO.
- 3) Average energy efficiency of bus fleet in Xi $\Rightarrow$  ( an (energy use/vehicle kilometer traveled, vkt). This indicator measures the  $\Rightarrow$  (improve public transport efficiency) $\Rightarrow$  ( part of the PDO. Bus fleet energy efficiency means lower operating costs, and also translates into lower greenhouse gas emissions in the urban transport sector.

During project preparation, the Bank team and the Xi $\Rightarrow$  ( an counterpart will develop intermediate indicators to monitor the implementation of each project component.

This project will also have climate change benefits due to efficiency gain of the PT system as well as a cleaner bus fleet. Greenhouse Gas (GHG) emission reduction analysis will be carried out with the project feasibility study and to be included in project appraisal. The project will also address gender issue of helping women benefiting from the PT system by consultation and gender-awareness design in the IPTS and infrastructure. The gender-specific impact will be monitored in the M&E framework. Lastly, the project has already carried out passenger surveys to identify main concerns over Xi $\Rightarrow$  ( an $\Rightarrow$  ( s PT system, and will include more extensive public consultation to ensure proper citizen engagement during project preparation and implementation.

## D. Concept Description

19. The discussion in the context section highlights the urgent need for improvement in Xi $\Rightarrow$  ( an $\Rightarrow$  ( s current PT system in order to catch up on urban development and meet the travel needs of residents and tourists. This project aims to address low-quality service provision and high operational costs in Xi $\Rightarrow$  ( an $\Rightarrow$  ( s PT sector by supporting investments in technology to overcome infrastructure bottlenecks. The project components are complementary elements of broader investments by the city in PT and tourism management and will provide models for these other investments.

20. The core of the Bank project is an intelligent public transport management system (Component 1) to improve dispatching, monitoring and management of the PT system. Because the IPTS does not work alone without well-developed PT physical infrastructure, the project also includes the construction of PT support infrastructure at strategic locations in the city (Component 2), highlighting how bottlenecks identified in Xi $\Rightarrow$  ( an $\Rightarrow$  ( s PT system can be addressed. These

include bus depots, transfer stations, maintenance and training areas, and a TOD complex in one of the transfer stations. The TOD complex will incorporate lessons from recent work in this area in China that shows that TOD goes beyond higher density and mixed land use to include also public spaces and quality of life issues. Bus terminal and transfer station design will use the guidelines prepared by the China GEF World Bank Urban Transport Partnership Program (TF092489) which have state of the art practices. For example, usual transfer station design does not consider user comfort and seamless integration with other modes, such as metro.

21. The Bank's support will therefore incorporate international best practices and by financing one priority investment of each type will provide Xi'an authorities with the necessary knowledge and experience to implement their plans for upgrading the remaining PT transfer hubs and depots to higher standards, facilitate citywide bus-route rationalization, and showcase how technology can improve the PT system and improve residents' lives. Because a high-quality, clean bus fleet is also identified as lagging behind in Xi'an, especially for tourism development, the project includes the purchase of new-energy bus vehicles (Component 3) for signature tourist routes. Lessons from past experience show that capacity building of local officials and technical staff (Component 4) is also essential for the project's successful implementation and sustainable operation.

22. Specifically, the project has the following four components:

23. Component 1: Intelligent Public Transport Management System (USD 51 million, 21 percent of total project cost). This component will support the establishment of a complete IPTS for Xi'an, with a focus on data integration and utilization, to improve the operating efficiency and reliability of buses through better dispatching, management, and public information. It includes: (a) a data and control center for intelligent bus operation and dispatching; (b) the upgrading and integration of 28 existing bus dispatching stations; (c) software development for the intelligent bus dispatching system; (d) a public transport information system (website and smartphone applications); and (e) front-end equipment and systems, including communication systems and on-board units in buses.

24. Component 2: Public Transport Infrastructure (US\$ 136 million, 55 percent of total project cost). This component will support the improvement of operating efficiency and service quality by addressing different types of bottlenecks identified in Xi'an's PT infrastructure. It includes the construction of priority PT infrastructure at four strategic locations in the city, including: a TOD complex with high-density mixed-use development; a public transport hub serving transfers between bus and metro; a bus depot providing high-level maintenance and electric-bus charging functions; and a public transport training and maintenance area to increase the much-needed capacity for bus-driver training.

25. Component 3: New-Energy Buses (USD 60 million, 24 percent of total project cost). This component addresses bottlenecks in the city's fleet size and quality bottlenecks, and will contribute to the efficiency and service quality gain of Xi'an's PT system while setting an example of supporting travel demand in tourist areas in an environmentally sustainable manner. It will procure 400 electric buses for the tourist lines serving the environmentally sensitive Qinling Mountain natural tourist area, and upgrade the bus fleet serving four high-demand signature bus routes in the city.

26. Component 4: Capacity Building (USD 1 million, 1 percent of total project cost). This component will focus on building the institutional and technical capacity of Xi'an officials and staff to successfully implement and sustainably operate project components. It will support: (a) a study on the Internet + Public Transport action plan for Xi'an; (b) training in the public transport information service system; (c) a campaign to promote the public transport information service system; (d) studies on TOD and retrofitting of old bus depots; and (e) other knowledge-sharing programs.

## II. SAFEGUARDS

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

The project is located in Xi'an Municipality, capital city of Shaanxi Province. Xi'an is situated in Guanzhong Plain (or Wei River Basin), between the Loess Plateau on the north and Qinling Mountain on the south. The city is subject to warm-temperate semi-humid weather with distinct four seasons. The city has a total area of about 10,100 km<sup>2</sup> consisting of 10 districts and 3 counties, with a permanent population of 8.7 million (2015).

The physical works proposed to be supported by the project includes four bus service infrastructure to serve the core urban built-up area of Xi'an, which is about 450 km<sup>2</sup>. The proposed infrastructure are located in the vicinity of city's 2nd ring or 3rd ring road. All four sites were already developed; three are being used as bus depots and the remaining one being idled land.

### B. Borrower's Institutional Capacity for Safeguard Policies

Xi'an Development and Reform Commission (DRC), Xi'an Urban Infrastructure Investment and Development Co. (UIIDC) and Xi'an Public Transport Company (PT Company) will be managing and implementing the project. The three parties have been involved in the Bank-financed Xi'an Sustainable Urban Transport Company and gained safeguard management experiences. The PT Company has built 4 bus maintenance or depot sites under the previous Bank-financed urban transport project. The team environmental specialist advised that a dedicated staff should be appointed to the PMO to manage and coordinate EA preparation during the project preparation. Experienced EIA consultant should be engaged to prepare the project Environmental Impact Assessment and Environmental Management Plan.

### C. Environmental and Social Safeguards Specialists on the Team

Meixiang Zhou (GSU02)

Ning Yang (GEN2A)

### D. POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	Physical works under the proposed project will include the construction of four priority public transport infrastructure at strategic locations in the city under component 2, including: a TOD complex with high-density mixed-use development; a public transport hub serving transfers between bus and metro; a bus depot providing high-level maintenance and charging



	<p>functions; and a public transport training and maintenance area to increase the much-needed capacity for bus driver training. Civil works under Component 1, i.e. the data and control center for intelligent bus operation and dispatch is integrated into the infrastructure under component 2.</p> <p>Environmental screening was carried out through field visits and desktop review during identifications missions. It is noted that depending on specific function designed, each site may include multi-level office building, parking area, and/or bus maintenance workshop, etc. Development of feasibility study has not started yet and no details on the types and size of these buildings are available at concept stage. However the magnitude of potential environmental and social impacts are considered manageable given the site situation and limited land uses, as summarized in below.</p> <p>1) Hongqi West Road Public Transport TOD Complex has an area of 20 mu (1.33 hectare). It will be built on an existing bus hub belong to the city ( s public transport company. No area expansion is anticipated.</p> <p>2) Changle Park public transport hub has an area of 10 mu (0.67 hectare). It will be built on an existing bus hub belong to the city ( s public transport company. No area expansion is anticipated.</p> <p>3) Ducheng Bus Depot has an area of 100 mu (6.67 hectare). It is an existing bus depot. Land is leased from local village committee. No area expansion is anticipated ;</p> <p>4) Xi ( an Public Transport Training and Maintenance Area, located in the eastern suburb of the city. It has a land area of 300 mu (20 hectare). The site was previously occupied by a brick making plant and has been idle for more than a decade.</p> <p>Overall, all the four sites are already developed, with access to local trunk roads and public infrastructure (water, power, sewerage, natural gas, etc.). While it is not expected to build major ancillary or associated activities to support the construction or operation of the four infrastructure. Detailed scoping and assessment of ancillary or associated activities which may affect the scope and application of the Bank safeguard policies will be carried out during the next development of ESIA preparation.</p> <p>In addition, in Xi ( an City all buses use natural gas for years and gas filling stations have been under operation with standard practices. The project environmental assessment will carry out assessment of gas filling stations associated to the</p>
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		<p>project, including operational impacts, risks and health and safety aspects.</p> <p>Under Component 3, some of the electric buses (others to be used in Xi'an City) will replace existing gas based buses serving the existing tourism lines in Qinling Mountain area. The primary purpose is to reduce air emissions and environmental footprints. No infrastructure or roads in Qinling Mountain Tourism Area is anticipated to be supported by the project. No negative impacts associated with the activity to the tourism area is anticipated.</p> <p>Overall, the project will have positive environmental and social benefits in terms of improved public transit service and reduced air emissions. Due to the civil works involved under component 2 and 1, the project is likely to have limited negative impacts such as social disturbance, noise and dust, and safety concerns during construction. During operation, waste management and safety (if natural gas filling facility is included) for public transit maintenance sites may be an issue. Per OP4.01, the project is proposed category B given the nature, the scale of environmental and social issues involved. It is proposed an Environmental Impact Assessment and Environmental Management Plan (EMP) will be developed during the project preparation. One EIA and EMP will be developed for all components as the construction activities supported by the project are similar and generic.</p> <p>Per OP4.01, during EA preparation public consultation and information disclosure will be carried out through questionnaire survey, interviews and public meetings. Public opinions will be incorporated into the project design and EA. Full EA will be disclosed locally and at the Bank InfoShop.</p>
Natural Habitats OP/ BP 4.04	No	The policy is not triggered given that all the proposed sites for civil works are located in urban built-up area, no natural habitat issue is anticipated.
Forests OP/BP 4.36	No	The project doesn't involve forest issue.
Pest Management OP 4.09	No	The project will not involve use or procurement of pesticides.
Physical Cultural Resources OP/BP 4.11	Yes	Given the historical feature of Xi'an city, physical cultural resources should be given particular attention during environmental assessment. Initial survey shows there is no PCRs identified in the vicinity of the project. Further screening and survey will be conducted during project preparation. Though the four public transport infrastructure are to be built

		on already developed areas, underground structure will be built, notably in the two existing two sites in core urban area where multi-level building will be built. It is possible that excavation activities may lead to findings of PCRs. For precautionary purpose, the policy is triggered.
Indigenous Peoples OP/BP 4.10	No	Initial social screening shows that the project sites are located in Xi>( an city which is an ancient urban area for a long history. Some of the civil works are in the suburban area of the city which is also peri-urban areas where they are Han people communities. It is unlikely to have any presence of any issues related to indigenous peoples by the criteria of the Bank IP term. This policy will not be triggered in this project. Further social assessment and project preparation can firm up the confirmation of this point.
Involuntary Resettlement OP/BP 4.12	Yes	<p>Initial social screening shows that most of the project activities will be carried out within existing public land. But main civil works will be under component 2 of the project. This component will support civil works of the upgrade and integration of 28 existing bus dispatching stations. A few dozens of hectare land may be acquired for the construction of this project. A small number of people will be affected in suburban parts of the project sites.</p> <p>A resettlement action plan (RAP) will be prepared to address land acquisition and resettlement for the project. For any potential land demands under the project after appraisal, a resettlement policy framework is needed and will be prepared. The RAP will show the land demands and social impacts and risks, social and economic surveys of the affected project areas, compensation package, procedures of land acquisition, mechanism for grievance redress, time frame, budget and implementation agencies. A professional experienced consulting firm will be contracted to prepare the RAP and social assessment documents. In addition, a separate social assessment report will be prepared based upon a separate social assessment for the project</p>
Safety of Dams OP/ BP 4.37	No	The project doesn't involve dams.
Projects on International Waterways OP/BP 7.50	No	The project doesn't involve any international waterways.
Projects in Disputed Areas OP/BP 7.60	No	The project doesn't involve any disputed areas.

## E. Safeguard Preparation Plan

**1. Tentative target date for preparing the PAD Stage ISDS**

31-Aug-2017

**2. 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 PAD-stage ISDS.**

Launching the preparation of the Feasibility Study Report (FSR), Environmental Impact Assessment (EIA) and Environmental Management Plan (EMP), Resettlement Action Plan (RAP) and Social Impact Assessment: September 2016.

Completing the FSR, EIA and EMP, RAP and social assessment documents: August 2017.

**III. Contact point****World Bank**

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**Borrower/Client/Recipient**

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Task Team Leader(s):	Name: Arturo Ardila Gomez, Yan Zong	
<b>Approved By</b>		
Safeguards Advisor:	Name: Josefo Tuyor (SA)	Date: 12-Dec-2016
Practice Manager/ Manager:	Name: Binyam Reja (PMGR)	Date: 15-Dec-2016
Country Director:	Name: Zoubida Kherous Allaoua (CD)	Date: 28-Dec-2016

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.