

INTEGRATED SAFEGUARDS DATA SHEET

CONCEPT STAGE

Report No.: ISDSC7588

Date ISDS Prepared/Updated: 13-Feb-2015

Date ISDS Approved/Disclosed: 16-Feb-2015

I. BASIC INFORMATION

A. Basic Project Data

Country:	Lebanon	Project ID:	P146691
Project Name:	Greater Beirut Urban Transport (P146691)		
Task Team Leader(s):	Ziad Salim EL Nakat		
Estimated Appraisal Date:	10-Feb-2016	Estimated Board Date:	28-Jul-2016
Managing Unit:	GTIDR	Lending Instrument:	Investment Project Financing
Sector(s):	Urban Transport (100%)		
Theme(s):	City-wide Infrastructure and Service Delivery (100%)		
Financing (In USD Million)			
Total Project Cost:	200.00	Total Bank Financing:	200.00
Financing Gap:	0.00		
Financing Source			Amount
Borrower			0.00
International Bank for Reconstruction and Development			200.00
Total			200.00
Environmental Category:	A - Full Assessment		
Is this a Repeater project?	No		

B. Project Objectives

14. The Project Development Objective is to improve transport connectivity and mobility on Beirut's northern entrance between Tabarja and Beirut.

15. This objective will be achieved through (i) the construction of a new BRT system between Tabarja and Beirut, (ii) the establishment of feeder bus services to the trunk BRT line and within Beirut, and (iii) establishing appropriate institutional arrangements for the management, operation and maintenance of the new mass transit system.

C. Project Description

18. The Greater Beirut Urban Transport Project (GBUT) would achieve the above mentioned Project Development Objective through the implementation of the following project components:

19. Component 1: BRT Construction (US\$ 150 million IBRD loan). This component will finance the goods and works for the construction of the BRT infrastructure and associated civil works, and the consulting services for the supervision of the BRT's construction. The BRT line will be about 24 km in length and will run into sections of the existing highway and sections of the old railway alignment. Infrastructure works will include the construction/reinforcement of the dedicated bus routes, the construction of stations and access infrastructure (such as pedestrian access), and the construction of park and ride facilities and feeder bus stops.

20. Component 2: Financing of complementary feeder bus services (US\$40 million). This component will largely improve ridership on the BRT line therefore further increasing the success of the project in meeting its development objectives. Component 2 will finance the construction of bus corridors within Beirut and the purchase of new buses to support the government plan for improving regular bus services within Beirut, as well as associated consultancy services. While envisaged in the scope of this project/loan, the Municipality of Beirut could be interested in partly financing this component.

21. Component 3: Institutional Strengthening (US\$ 8 million). This component will include definition of the arrangements for the management, operation and maintenance of the new transit system and the preparation of required studies for concessioning BRT operations to a private operator, preferably international. The project foresees the strengthening of the capacity of the Ministry of Transport and depending agencies such as the Railways and Public Transport Authority to manage concession contracts with private operators, or the establishment of a new transport authority, should the political situation allow, to take the leadership on the planning and regulation of all urban transport. In addition, this component will finance additional studies for further expanding the public transport and mass transit coverage in GBA.

22. Component 4: Project Management (US\$ 2 million). This component will finance technical assistance and outreach activities and other operational support for management of project implementation. It will also include resources for monitoring project performance and results.

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

The project constitutes the northern approach to Beirut in the form of Bus Rapid Transit (BRT). The line of service would begin in the Tabarja- Jounieh area, a major populated area and feeder for Beirut, and pass through the densely inhabited northern suburbs of Beirut before ending in the city's center (24 km total).

Preliminary assessment of the route of the BRT system indicated that the majority of the route exists within the right of way of public roads. The route of the BRT system is likely to follow the existing highway and the ROW for an old railway track that dates back to World War II. Some bridges on the route that were constructed by the Allies (Australian Corps of Engineer) are still existent, some in good condition. The team will discuss with the client the prospects of conservation of those physical assets, and if they consider them as physical cultural resources, OP 4.11 will be assessed further during project preparation. The land of the ROW still is owned by the government. There is no need

for new land acquisition for the project, but there are a few encroachers and squatters within the ROW in some sections.

Although new buses will be purchased under Component 2, the scrapping of old buses will not be part of the project.

E. Borrowers Institutional Capacity for Safeguard Policies

Activities in the past years in the sector have focused mainly on alleviating traffic at critical intersections, increasing the capacity of the existing road network in Greater Beirut by building grade separations at critical intersections, and regulating traffic with traffic lights and parking meters. These interventions have been supported by the donor community through the Urban Transport Development Project (UTDP) and executed by the Council for Development and Reconstruction (CDR). During the implementation of the UTDP Project, CDR showed adequate competency managing the environmental and social impacts and implementing the ESMP, and their performance has been rated as satisfactory in the last supervision mission. The capacity of the Project Implementation Unit within CDR that will be responsible for overseeing the BRT will be assessed further during project preparation and appraisal, and if necessary, measures will be put in place to enhance their capacity to implement the ESMP successfully. The CDR team will also benefit from support from the environmental and social safeguards specialists in the World Bank team.

F. Environmental and Social Safeguards Specialists on the Team

Chaogang Wang (GSURR)

Zeyad Abu-Hassanein (GENDR)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	This project is assigned category “A”; an Environmental and Social Impact Assessment (ESIA) with a detailed Environmental and Social Management Plan (ESMP) will be prepared, consulted, reviewed and approved by the Bank, and disclosed in-country by the client and at the Bank’s infoshop prior to appraisal.
Natural Habitats OP/BP 4.04	No	No critical natural habitat is observed on the existing route of the BRT.
Forests OP/BP 4.36	No	N/A
Pest Management OP 4.09	No	N/A
Physical Cultural Resources OP/BP 4.11	TBD	Some bridges were observed on the route of the BRT system. They date back to WWII, constructed by the Allies, Australian Army Corps of Engineers around 1940. It will be discussed further if those are considered physical cultural resources to be preserved under the Bank policy. In addition, a chance find procedure will be put in place to ensure

		proper handling of chance finds in an area that is known for its rich cultural heritage.
Indigenous Peoples OP/BP 4.10	No	N/A
Involuntary Resettlement OP/ BP 4.12	Yes	The project will not require major new land acquisition as the alignment of the BRT will likely be within the ROW of the exiting highway and the old railway which stopped operation in 1975. The government still owns the land. However, some encroachers and squatters are observed within the ROW. To mitigate the impacts, a resettlement plan or abbreviated plan will need to be prepared by following the requirements of OP 4.12. The RAP will need to be prepared, reviewed, approved and disclosed in-country and at the Infoshop prior to appraisal.
Safety of Dams OP/BP 4.37	No	N/A
Projects on International Waterways OP/BP 7.50	No	N/A
Projects in Disputed Areas OP/ BP 7.60	No	N/A

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 30-Nov-2015

B. Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing¹ should be specified in the PAD-stage ISDS:

The required safeguard instruments for the proposed project are: (i) ESIA (with a comprehensive ESMP) and (ii) RAP. The final reports are expected to be completed and disclosed (both in-country and at the World Bank Info Shop) before appraisal planned to take place in February 2016.

IV. APPROVALS

Task Team Leader(s):	Name: Ziad Salim EL Nakat	
Approved By:		
Regional Safeguards Coordinator:	Name: Maged Mahmoud Hamed (RSA)	Date: 13-Feb-2015
Practice Manager/ Manager:	Name: Olivier P. Le Ber (PMGR)	Date: 16-Feb-2015

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.