

INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

Report No.: ISDSC7036

Date ISDS Prepared/Updated: 02-Jun-2014

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I. BASIC INFORMATION

A. Basic Project Data

Country:	China	Project ID:	P148294
Project Name:	Wuhan Integrated Transport Development (P148294)		
Task Team Leader:	Arturo Ardila Gomez		
Estimated Appraisal Date:	05-Jan-2015	Estimated Board Date:	23-Jul-2015
Managing Unit:	EASCS	Lending Instrument:	Investment Project Financing
Sector(s):	Urban Transport (95%), Public administration- Transportation (5%)		
Theme(s):	City-wide Infrastructure and Service Delivery (90%), Municipal governance and institution building (10%)		
Financing (In USD Million)			
Total Project Cost:	256.00	Total Bank Financing:	120.00
Financing Gap:	0.00		
Financing Source			Amount
Borrower			136.00
International Bank for Reconstruction and Development			120.00
Total			256.00
Environmental Category:	A - Full Assessment		
Is this a Repeater project?	No		

B. Project Objectives

21. The Proposed PDO is: to improve the integration of transport services, improve reliability of the transport system, improve road safety, reduce travel times by public transport, and decrease operational costs of the transport system in Wuhan and Anlu.

C. Project Description

The project is designed to enhance the integration of Wuhan and Anlu and also to showcase

innovative integration solutions within each city. In Wuhan, the project comprises a comprehensive ICT platform to improve the planning, operation, management of the city's transport system and make it more reliable, convenient, safe and accessible. Here, integration is tackled at a strategic level to strengthen the foundations for efficient and seamless journeys and to enhance the strategic link to Anlu. In Anlu, the focus is more local with the improvement of railway and bus stations connecting with Wuhan, the development of integrated public transport corridors, improvement of public transport, road safety measures, and road infrastructure improvements focused on the re-functioning of key roads. The proposed project will have the following components:

24. Component 1: Integrated Corridor and Road Safety Improvements for Anlu:

(i) Road Network Re-functioning including road rehabilitation, road pavement improvements, construction of new road sections and public transport priority (where appropriate on around 35km of integrated corridors. The new road sections are in Anlu City. Potential corridors include avenues such as Biyun Road (8.2km), Qu Bu Qu Zongyi Road (7.5km), Yinxing Avenue (3.1km) and Jinqiu Avenue (4.5km). For each of the four avenues, there might be several kilometers of new road construction. (All the physical investment will be in the urban and sub-urban areas which have been heavily influenced by human activities (e.g. farmland). Based on the project proposal, and site visit, natural habitats and forest will not be affected by the project. Physical Cultural Resources will not likely be affected by the project. The project influence area is largely limited to the sites subject to physical works, including the ROW of the proposed road/avenues.)

(ii) NMT Improvements on existing roads in the downtown area within the confines of Handan Railway, Jiefang Avenue and Fuhe Avenue.

(iii) Road Safety Measures including a Traffic Command Center, traffic signal control system, CCTV monitoring, E-police enforcement cameras, traffic information collection system, bus lane enforcement, Road Safety Center and Road User Education (RUE) measures.

25. Component 2: Public Transport Improvements for Anlu: purchase of new energy saving public transport vehicles; public transport IC card system; improvement of PT interchanges (PTIs) including High Speed Rail Station, Anlu Station, Long Distance Bus Station, Anlu Bus Station and Central Passenger Station.

26. Component 3: Intelligent Transport System for Wuhan:

(i) A Transport Information Center, including software and hardware procurement, data center construction, and networking/communications;

(ii) A Comprehensive Intelligent Transport Information Service System, comprising four service platforms and nine information management platforms. The nine information platforms comprise, Three Foundation Platforms: (1) Transport Infrastructure plus planning and social data using a multi-layered GIS; (2) Vehicle Traffic Flows; and (3) Passenger Traffic Flows. Two Progressive Platforms: (4) CCTV traffic monitoring cameras on urban and external roads; and (5) Emergency response system; and Four Complementary Platforms: (6) Parking Information and Guidance; (7) Urban construction information database; (8) Highway management; and (9) Comprehensive transport system including road, rail, air and waterways. The system will also require an interface with citywide urban planning data, in particular the city's GIS (One Map).

(iii) A field information collection network, including data collecting equipment and DSRC application node equipment in a potential Demonstration Zone (DZ) in order to monitor and measure outcomes before scale-up to the entire city (using the city's own resources). The DZ would be located within the second ring road and could include a pilot congestion charging area and parking control area.

27. Component 4: Technical Assistance for Anlu and Wuhan: For Anlu: Technical assistance and capacity building including consulting services for project management and international and domestic training and study tours as well as consulting services for design and supervision of civil works and preparation and implementation of related environmental and social safeguard document

from the Bank. For Wuhan: Technical assistance (TA) activities supporting implementation, strategic studies, and institutional capacity building.

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

The project will be located in Wuhan and Anlu city. The subproject in Anlu city may require some rural land in the city peri-urban area and the subproject in Wuhan was proposed to urban traffic management without land acquisition and resettlement relocation. The resettlement action plan was required to address the land acquisition and resettlement activities in Anlu city. A resettlement policy framework to guide the land acquisition and resettlement in line to Component 2 Public Improvements for Anlu and TA for the strategic studies for Anlu and Wuhan under Component 4 is to be prepared prior to the project appraisal.

Wuhan city is a city with 10 million populations and Anlu is a city with 630,000 populations, including about 54,000 Chinese minority populations scattered in the urban area and accounted in 49 Chinese minorities. Based on the collected information, the project areas are predominantly Han Chinese and there is no ethnic minority group as defined by OP4.10; such as Manchu and Mongolian communities present in, or have collective attachment to the project area. The Bank Indigenous Peoples Policy OP 4.10 is not triggered and the Indigenous People Development Plan was not requested.

E. Borrowers Institutional Capacity for Safeguard Policies

This is the first Bank supported project in Anlu city. The staffs in Anlu are getting familiar to the Bank safeguards policies since the task team provided on-job training courses and also local safeguards consulting team provided series of training for the staff. Wuhan PMO is quite familiar to the Bank requirement on safeguards and this project is the third Bank supported project in Wuhan. The staffs in Wuhan PMO are the same as Wuhan second urban transport project.

Both PMOs will designate staff to coordinate and manage the safeguards assessments and instruments implementation, and receive training on the Bank safeguard policies during project preparation. Initial training was provided during the identification mission to PMO and implementing agency staff, on the Bank safeguard policies. Capacity building for the PMOs and tailored training on related Bank policies and different aspects of project management will be carried out during project preparation. The capacity of the PMOs will be strengthened to meet the Bank's requirements for project safeguards management. Qualified consulting firms with Bank project experiences will be engaged to carry out the preparation of safeguards documents.

F. Environmental and Social Safeguards Specialists on the Team

Zhefu Liu (EASCS)

Feng Ji (EASCS)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/ BP 4.01	Yes	It is confirmed that Environmental Assessment (OP 4.01) is triggered. It is expected that the project will bring about environmental and social benefits to local people, such as the improvement of road safety, alleviation of

	<p>vehicle noise and emission in the downtown area. But there will be adverse impacts associated with the construction of the new roads and improvements of existing roads, such as disposal of spoil, nuisance of dust, noise, wastewater, waste generated from demolished buildings, and disturbance to local communities etc. During operation phase, adverse impacts include, among others, road safety and noise impacts from the newly built roads.</p> <p>An Environmental Assessment (EA) will be conducted in accordance with Chinese EA regulation as well as the Bank Safeguards Policies.</p> <p>The assessment will analyze environmental issues associated with the project, identify sensitive receptors, analyze various alternatives, and proposed adequate mitigation measures to avoid, minimize, and compensate negative impacts.</p> <p>The EA will cover necessary social aspects such as avoiding/mitigating disturbance to local communities during construction and operation phases.</p> <p>A stand-alone Environmental Management Plan will be prepared and include.</p> <ul style="list-style-type: none">(a) Environmental Code of Practices (ECOPs) to be developed to address general construction related impact.(b) Specific mitigation measures including<ul style="list-style-type: none">o For new bus depots, measures for construction contractors will be developed, to address issues including solid and wastewater management source and transportation of construction materials, disturbance to local businesses and agricultural activities etc.o For re-allocation of road space, measures would include requirements for notification of public civil works, restoring local businesses during construction, on-site traffic safety management, and mitigation of other construction related nuisances.o For the proposed new roads, mitigation measures will be developed for both general impacts from construction and site-specific environmental impacts. Special considerations
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		<p>will be given to the connectivity of rural communities and potential disturbance to irrigation systems.</p> <ul style="list-style-type: none"> o Measures for the maintenance of the bus depots, and the roads. (c) An institutional framework for project preparation and implementation; (d) An institutional strengthening plan covering training and technical assistance (where applicable); (e) A specific monitoring plan.
Natural Habitats OP/BP 4.04	No	Based on the site visit, the project is located in the urban and sub-urban areas which have been heavily influenced by human activities. The project activities will not affect any protected reserves, natural habitats, or established or proposed critical natural habitats.
Forests OP/BP 4.36	No	The project will not have impacts on forests, the health and quality of forests or the rights and welfare of people and their level of dependence upon or interaction with forests, or aims to bring about changes in its management or protection.
Pest Management OP 4.09	No	The project will not include procurement of pesticides or pesticide application equipment, nor lead to substantially increased pesticide use and subsequent increase in health and environmental risk, or could maintain or expand present pest management practices that are unsustainable.
Physical Cultural Resources OP/ BP 4.11	TBD	Based on the site visit and available information, the project is not likely to cause significant adverse impacts on the Physical Cultural Resources (PCRs) in the project influence area. However, further PCRs survey, as part of the EA, will be undertaken to confirm whether this policy is triggered or not.
Indigenous Peoples OP/BP 4.10	No	Task Team visited the departments in charge of minority affairs during project identification and social screenings were conducted. It is concluded that the project areas are predominantly Han Chinese and there is no ethnic minority groups as defined by OP4.10; such as Manchu and Mongolian communities present in, or have collective attachment to the project area. The Bank Indigenous Peoples Policy OP 4.10 is not triggered and the

		Indigenous People Development Plan was not requested.
Involuntary Resettlement OP/BP 4.12	Yes	Peri-urban land acquisition and resettlement relocations in Anlu city were anticipated and the resettlement action plan to address the land acquisition and resettlement relocations was required to be prepared. A resettlement policy framework will also be prepared to guide resettlement issues that might crop up during project implementation.
Safety of Dams OP/BP 4.37	No	The project will not finance construction or rehabilitation of any dams as defined under this policy. This policy is not triggered.
Projects on International Waterways OP/BP 7.50	No	The project is not on international waterways.
Projects in Disputed Areas OP/BP 7.60	No	The project is not in disputed areas.

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 30-Oct-2014

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 EA, EMP, resettlement action plan, resettlement policy framework, gender impact analysis and development will be completed prior to the project appraisal (tentatively in January 2015).

IV. APPROVALS

Task Team Leader:	Name: Arturo Ardila Gomez	
Approved By:		
Regional Safeguards Coordinator:	Name: Peter Leonard (RSA)	Date: 12-Jun-2014
Sector Manager:	Name: Abhas Kumar Jha (SM)	Date: 12-Jun-2014

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.