

**INTEGRATED SAFEGUARDS DATA SHEET
APPRAISAL STAGE**

Report No.: ISDSA12380

Date ISDS Prepared/Updated: 24-Jul-2015

Date ISDS Approved/Disclosed: 28-Jul-2015

I. BASIC INFORMATION

1. Basic Project Data

Country:	China	Project ID:	P148294
Project Name:	Wuhan Integrated Transport Development (P148294)		
Task Team Leader(s):	Arturo Ardila Gomez		
Estimated Appraisal Date:	03-Aug-2015	Estimated Board Date:	24-Nov-2015
Managing Unit:	GTI02	Lending Instrument:	Investment Project Financing
Sector(s):	Urban Transport (90%), Public administration- Transportation (10%)		
Theme(s):	City-wide Infrastructure and Service Delivery (90%), Municipal governance and institution building (10%)		
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:	244.66	Total Bank Financing:	120.00
Financing Gap:	0.00		
Financing Source			Amount
Borrower			124.66
International Bank for Reconstruction and Development			120.00
Total			244.66
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

2. Project Development Objective(s)

The PDO is to improve transport services and management in Wuhan and Anlu Cities.

3. Project Description

The project is designed to strengthen integrated urban transport solutions in Wuhan and Anlu, with the aim of delivering more efficient and safer services while enhancing a sustainable approach for the

development of the WMR as a whole. In Wuhan, the project comprises a comprehensive ICT platform to improve the planning, operation and management of the city's transport system. Integration is addressed at a strategic level to strengthen the foundations for efficient and seamless trips. In Anlu, the focus is more local and built around the development of integrated public transport corridors, integrated public transport and NMT networks, road safety measures, and road infrastructure improvements supporting the refunctioning of key roads (i.e., changing the cross-section of the road[s] in question through civil works, traffic signals and traffic facilities [signs, lines and barriers] to make them safer and more appropriate for their urban context). The WMR's integrated development is enhanced by the improvement of railway and bus stations that connect Anlu with Wuhan, and the development of analytical tools to better understand and predict travel patterns between the two cities.

Component 1. Integrated Corridor and Road Safety Improvements in Anlu:

1. Road network refunctioning through the carrying out of improvements to selected road infrastructure and construction of new road sections.
2. Carrying out improvements to non-motorized transport facilities, including junction channelization, pedestrian facilities, signs, markings and barriers, on selected existing roads in Anlu's downtown area.
3. Implementation of traffic management and road safety measures including, inter alia, the procurement and implementation of systems and related equipment such as a traffic command center, a traffic-signal control system, traffic enforcement cameras and radars, bus-lane enforcement mechanisms, construction of a road safety center and implementation of road user education measures.

Component 2. Public Transport Improvements in Anlu:

1. Construction of six public transport interchanges, including: (a) three bus transfer stations; (b) one bus terminal; and (c) two bus transfer and road passenger transport centers.
2. Procurement of clean-energy buses.
3. Establishment of an intelligent public transport system including, inter alia, a public transport control center, onboard bus information systems, bus dispatching systems, telecommunications, and a smart card system.

Component 3. Intelligent Transport System for Wuhan:

1. Setting up of a transport information center and associated facilities, including a data backup center and a public display platform.
2. Establishment of four system application platforms, namely, basic research, decision support, industry service and public service platforms.
3. Carrying out of demonstration subprojects designed to provide information to the public and facilitate user queries, and also enable monitoring and evaluation, including inter alia: (a) expressway traffic management demonstration; (b) public transport information demonstration; (c) parking management; and (d) comprehensive smart transport community demonstration.

Component 4. Technical Assistance for Anlu and Wuhan:

1. Anlu. Provision of: (a) technical assistance support and training activities, including the carrying out of Project related studies in areas concerning urban transport strategy and planning, road safety, parking, and NMT; and (b) Project implementation support, carrying out of monitoring and evaluation activities, as well as Project management-related training, capacity building, and study tours.
2. Wuhan. Provision of: (a) technical assistance support and training activities, including the

carrying out of Project related studies in areas concerning transportation-related big data analytics and applications, data standard and data sharing; (b) support for knowledge-sharing activities among the ITS regional community, including local governments, transport service providers, and the telecommunications, ICT and transport industries; (c) development of a draft road safety plan for Wuhan Municipality; and (d) Project management-related training, capacity building, and study tours.

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

The project activities are located in the cities of Wuhan and Anlu. The component in Wuhan focuses on technical assistance activities only (intelligent transport system) without physical civil works. The component in Anlu city includes renovation and widening of existing urban streets, renovation and construction of 6 bus terminals, as well as improvement of non-motor vehicle transport facilities.

Wuhan is the capital city of Hubei Province in the middle of China. Wuhan and a number surrounding cities are classified as Wuhan City Circle, and assigned as a pilot area for resource saving and environmental-friendly society construction the State Council. Anlu is a sub-city level town under the Xiaogan City in the northeast of Wuhan. The urban core area of Anlu is 18.98km², with a population of 172,200. Public infrastructures are mostly in the old urban core area, while population is mostly in the east of the core area. The road network in the core area cannot meet the public demand, and the public transport infrastructure is inadequate.

All the physical activities of Anlu component are either within the urban built-up area or the rural farmland area of the urban fringe which is dominated by human activities. The roads constructions are rehabilitation and upgrading of existing roads. The location of the bus terminals are all farmland. There is no sensitive ecological environment site (e.g. natural habitat, protected area, parks etc.).

5. Environmental and Social Safeguards Specialists

Peishen Wang (GEN02)

Zhefu Liu (GSURR)

6. Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The physical activities in Anlu component include renovation, widening and rehabilitation of urban streets and bus terminals which will have social disturbance and environmental impacts during construction stage, including disposal of spoil, nuisance of dust, noise, wastewater, waste generated from demolished buildings and disturbance to local communities etc. The potential adverse impacts during operation stage will include road safety, air quality, noise impacts from the upgraded roads and waste management from bus terminals. As the project construction activity is basically small-scale renovation and rehabilitation works, the potential environmental and social impacts are small-scale, site-specific and well known for such kinds of urban infrastructure projects, and can be readily avoided, minimized and mitigated with known mitigation measures and good construction

		management practice. Therefore, the project is classified as Category B project as per OP4.01.
Natural Habitats OP/BP 4.04	No	Based on the environmental assessment, 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. Therefore, this policy is not triggered.
Forests OP/BP 4.36	No	Given the urban and peri-urban context, there is no forest within the area of influence of the project. Therefore, this policy is not triggered.
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. Therefore, this policy is not triggered.
Physical Cultural Resources OP/BP 4.11	Yes	Two rural family graves are to be relocated for road construction which is addressed through RAP. Chance-find procedures are incorporated in the EMP.
Indigenous Peoples OP/ BP 4.10	No	The project comprises of two project components, one in Wuhan and another in Anlu 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. No land acquisition and resettlement relocations would be anticipated. In Anlu, the land acquisition and resettlement relocations will be incurred. The project will affect ten villages/community by land acquisition and housing demolition only in Anlu city. The task team conducted the screening in those affected villages/community and concluded that no minority communities which are considered as Indigenous Peoples according to OP4.10 are inside or near these villages. Hence, OP 4.10 was not triggered.
Involuntary Resettlement OP/BP 4.12	Yes	The project consists of two components, one is in Wuhan city, the capital city of Hubei Province and Anlu city, the third grade of city in Hubei Province. In Wuhan, there are no land acquisition and resettlement relocations to be anticipated. In Anlu, the land acquisition and resettlement relocations will be incurred. The Bank Involuntary Resettlement Policy OP 4.12 will apply to this project. A resettlement action plan was prepared to address the resettlement issues in Anlu city, and a resettlement policy framework was prepared for unanticipated land acquisition and resettlement relocations for activities

		<p>which details were not be available prior to project appraisal in Wuhan and Anlu city.</p> <p>The proposed urban transport infrastructure project in Anlu city will affect 2 villages and one urban community, required 12.24 hectares (ha) of land, including 10.24 ha of collective land and 2 ha of state-owned land. Housing demolition will encompass 17,877 square meters (m²), including 5,229 m² of private housing and 12,648 m² of shops. Housing demolition will affect 44 families (181 people) and 13 shops.</p> <p>A resettlement action plan (RAP) and resettlement policy framework was required and submitted to the Bank for review before Appraisal.</p> <p>A due-diligence review to a linked extension of Biyun Road was conducted. This extension of Biyun Road is about 700 meters in length, funded by local budget, and identified as linked road to Biyun Road to be supported by the project for road surface rehabilitation. The due diligence review concluded that the resettlement activities linked to this project were fulfilled in accordance with Chinese land law, Hubei provincial administrative land management regulations, and local regulations.</p>
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 polices 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.

II. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

<p>1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:</p>
<p>Environmental Safeguards</p> <p>Since the Wuhan component only focuses on technical assistance activities (intelligent transport system), the environmental safeguards issues are mainly related to the Anlu component of the project. The Anlu component includes renovation and upgrading of 5 urban streets, renovation and construction of 6 bus terminals, as well as improvement of non-motor vehicle transport facilities in a number of existing urban streets. These physical activities will have potential social disturbance and environmental impacts during the construction stage, including nuisance of dust and noise, transportation large quality of material, disposal of excessive spoil waste and solid waste</p>

generated from demolished buildings, wastewater management, traffic disturbance and public safety concerns, disturbance to daily life of the nearby communities/businesses etc. There will also be potential adverse impacts during operation stage, which mainly include road safety, air quality, noise impacts from the upgraded roads and waste management from bus terminals. The project is classified as Category B project as per OP4.01

Based on the environmental assessment, there is no sensitive ecological environment site (e.g. natural habitat, protected area, parks etc.). There are two rural family graves to be relocated for road construction. The main sensitive environmental protection receptors are the residential communities, hospitals, schools and kindergartens along the project streets and bus terminals. The main environmental impacts of the project are mostly those impacts related to construction stage. Although the impact of each individual project is site-specific, the aggregated impacts of a number of roads within the same timeline tend to be large in scale, and require proper management and adequate mitigation measures. However, these impacts during construction stage is of temporary in nature which will disappear upon completion of the project, and they are well known for such kinds of urban infrastructure construction projects and can be readily avoided, minimized and mitigated with good construction management practice. Two rural family graves to be relocated are addressed through RAP. Therefore, with adequate development and proper implementation of the Environmental Management Plan (EMP), the potential environmental and social impacts can be adequately mitigated to the acceptable level.

Social Safeguards

Since collective land and private structures will be required by the project, Bank Involuntary Resettlement Policy OP 4.12 is triggered. During the project preparation, the resettlement negative impacts were analyzed by the institutes in charge of feasibility study and the RAP preparation to optimize the project design. The project designs were refined to minimize the negative impacts to land acquisition and to avoid housing demolition. As the result, there are only 44 households with 181 populations to be relocated. The proposed urban transport infrastructure project in Anlu city will affect 2 villages and one urban community, required 12.24 hectares (ha) of land, including 10.24 ha of collective land and 2 ha of state-owned land. Housing demolition will encompass 17,877 square meters (m²), including 5,229 m² of private housing and 12, 648 m² of shops.

The RAP prepared by the project entity provides detail regarding resettlement policy principles and regulations to be followed, compensation rates and budget, mitigation measures to restore incomes where necessary and institutional and monitoring arrangements. The RAP and RPF was disclosed at municipal web site by February 15 and 16, 2015.

A resettlement office under Anlu PMO will be set up to supervise the resettlement implementation and the branches of the resettlement offices in the district will implement the RAP. The Anlu land and resources bureaus will be responsible for the land acquisition approval.

A due diligence review to a linked extension of Biyun Road was conducted. This extension of Biyun Road is about 700 meters in length, funded by Anlu municipal budget in Year 2012. The Biyun Road will be supported by the Bank for road surface rehabilitation. This extension was identified as linked road section. The due diligence evaluation of those government-funded resettlement and land acquisition activities were deemed to be acceptable and in line with Bank guidelines and procedures. The due diligence review confirmed that these activities were carried out in accordance with Chinese land law, Hubei provincial land administrative management

<p>regulation and local regulation.</p> <p>As part of due diligence work a socio-economic impact survey was carried out, which concluded that there are no minority communities in the affected villages of the project area to be presented. This finding is also confirmed in conclusions of the RAP. Therefore, the Bank Policy on Indigenous Peoples OP/BP 4.10 was not triggered.</p>
<p>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</p>
<p>There will be further urbanization development in the project area according to the city's master plan.</p>
<p>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.</p>
<p>As the most of the roads and terminals are existing roads and terminals, the location and alignment of roads and terminals are predefined by the master plan of the city, therefore, the project does not include alternative alignments or locations for the roads and terminals.</p>
<p>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.</p>
<p>Environmental Safeguards</p> <p>To address the environmental safeguards issues, an EIA, a stand-alone EMP and an EA Executive Summary have been prepared for the project. The EIA thoroughly addresses the potential adverse environmental and social impacts, based on which a stand-alone EMP was developed to identify environmental management setup, mitigation measures, monitoring and reporting and budget estimate. 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. It also includes a generic Environmental Code Of Practices (ECOPs) for contractors for inclusion in the bidding documents and contracts.</p> <p>The environmental concerns of the project are mainly related to construction activities, including nuisance of construction noise and dust, traffic disturbance due to large quantity of material transportation, safety of pedestrian, waste management, business disturbance etc. These impacts are of temporary feature and can be readily mitigated with sound planning and construction management. The key mitigation measures during construction stage include:</p> <ul style="list-style-type: none"> - Social disturbance: proper planning of road traffic diversion; coordination with police department, and prior notice through public media; proper relocation of public utility facilities without interrupting usual life of local community; arrangement of temporary access with adequate safety measures (temporary bridge, protection net, night light etc.) for local residents, business, schools etc.; bulletin board information disclosure. - Noise: use of low noise equipment and proper maintenance; installation of temporary noise reduction facility if necessary; night-time construction will be restricted, and prior public notice as well as EPB approval are required for activities that need continuous construction over nighttime. - Dust: Installation of fences around construction areas; frequent water spraying on construction site and access road to suppress dust; covering of trucks transporting bulk materials

and timely site clean up after construction; proper maintenance of construction machines and vehicles; etc.

- Waste management: careful balance of excavation and backfilling and fully reuse of spoil material; proper disposal of spoil waste following the city's regulations; proper treatment of wastewater and sewage before discharge into municipal sewage network; timely collection of garbage and disposal through municipal collection/disposal system, etc.

- Ecological environment: Minimization of area of disturbance and damage of green space; relocation of trees; new plantation of trees and green space to off-set the green space loss; timely removal of spoil material to minimize soil erosion; proper disposal of spoil material according to city's regulations etc.

EMP implementation will be managed by Anlu PMO which will assign dedicated staff responsible for overall management and liaison in terms of EMP implementation. The project owner, Anlu Construction Investment and Development Company will be directly responsible for the implementation of EMP. An environmental management unit will be established with dedicated environmental staff. The EMP mitigation measures will be incorporated into bidding documents and thus the contracts, and implemented by the contractors. The contractors and supervision engineers will be required to assign qualified environmental staff to their team to ensure effective implementation of the EMP.

Social Safeguards

The PMO contracted an experienced institute to guide the social safeguards documentation. The relevant agencies to engage into the project implementation participated into the project preparation. During the project preparation, the social safeguards consulting institute worked with the design institute in charge of project feasibility study on the selections of the project locations. The analytical works were undertaken and the project negative impacts were minimized, and the mitigation measures were developed according to the Bank requirement. Public consultations were undertaken by the consulting institute and the project entities in the engaged district to address the importance of the safeguards policy. The project preparation was a well-done process to disseminate the Bank requirement on social safeguards and combined the people concerns into the RAP and also important process to provide on-job training courses to each engaged levels of the agencies in the district and as well as village level.

An experienced monitoring institute, independent from the PMO and the project agencies, will be contracted to monitoring the resettlement activities and the monitoring report will be reviewed by the Bank twice a year as requested.

Safeguards training and guidance are provided for the PMOs during the project preparation stage, and the Bank will closely supervise the project safeguards performance during implementation stage.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

The project will provide significant benefits to the people who are living in the project areas and the adjacent areas as local public strongly requested through people's meetings and media. The project stakeholders are the local communities and the people in the engaged districts. The affected people considered the project will give them opportunities to have better living environment and develop their businesses.

During the project preparation process and the stages of the project design, public consultations were conducted among project-affected public in the project area following to both national environmental and social policies as well as World Bank policies (OP4.01 and OP4.12). The main public concerns (e.g. land acquisition/resettlement compensation, noise, dust etc.) have been incorporated in the project design and RAP and EMP mitigation measures. Public consultation will be continuous by the resettlement offices in the district and also the independent monitoring agency, and the project information were disseminated to the displaced families for refining the project design, and the locations of the project.

The EIA/EMP have been locally disclosed in the website of Anlu municipal website on March 19, 2015, and disclosed in InfoShop on April 15, 2015. The RAP has been locally disclosed at Anlu municipal website by February 15, 2015 and Bank Infoshop by March 3, 2015.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	03-Apr-2015
Date of submission to InfoShop	15-Apr-2015
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	////
"In country" Disclosure	
China	19-Mar-2015
<i>Comments:</i>	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	02-Mar-2015
Date of submission to InfoShop	03-Mar-2015
"In country" Disclosure	
China	15-Feb-2015
<i>Comments:</i> http://www.anlu.gov.cn/alweb/government-getMessageFormzwwgk.whbs?messageId=W14B8C6EFFF21A33FEEA507B Anlu RAP disclosure at website by Feb. 15, 2015 http://www.whcjjwb.com/gsgg/201502/t20150216_59361.htm Wuhan RPF disclosure at website by Feb.16, 2015	
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 4.11 - 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: Arturo Ardila Gomez	
<i>Approved By</i>		
Safeguards Advisor:	Name: Svend Jensby (SA)	Date: 27-Jul-2015
Practice Manager/ Manager:	Name: Michel Kerf (PMGR)	Date: 28-Jul-2015