Loan From World Bank

Environmental Impact Assessment
on
TanGu Public Traffic Transit Center
Construction Project
of
Shijiazhuang Municipal Traffic Project

(Simplified Edition)

Construction Unit: Shijiazhuang Municipal Traffic Project Office
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1. Origin of the project

In recent years, with the construction of Shijiazhuang city zone and the enlargement and development of its scale, the TanGu Area which locates in ZhaiYing Street and ZhongShan Eastern Road has already been an important area of eastern part, which integrates residential sub zones, schools and commerce net. Passengers flow is centralized, and the requirement of public traffic is increasing year after year. At present, TanGu bus parking lots and the original stations have not been fit to the development of public traffic. In order to satisfy the residents’ requirement of outgoing by bus, TanGu parking lot should be rebuilt comprehensively, so that passengers flow can be organized more reasonably, and it can become a public traffic transit center with some integrative functions, such as dense departure, parking, zero distance transfer, service system for passengers and so on.

The implement of reconstruction item of TanGu public transport transit center is an important content of improving Shijiazhuang urban public traffic which is involved in the public traffic subentry of Municipal Transport Project of Shijiazhuang loaning from World Bank. The construction of the item has great significance to the implement of urban traffic priority and the improvement of urban traffic environment.

2. Main construction contents and scale of the project

The project is rebuilt on the basis of TanGu parking station in existence, it includes removing the existing south-east management room, building new three-floor management room and the waiting island, besides that, it includes the hardening of northern side of management room and new inspection platform in the south-eastern part of parking station. The total land area for rebuilding construction is 6345m$^2$, among which 5277.5m$^2$ is for the parking hardening, 317.5m$^2$ is for dispatching the management room, 330 m$^2$ is for the waiting island, and 420m$^2$ is for inspection platform. The total construction area is 1713.5m$^2$, with 952.5m$^2$ for management room, 341m$^2$ for waiting land, and 420m$^2$ for inspection platform.

The total investment of the project is RMB 4,000,000 yuan, among which the investment on the environmental protection is RMB 100,000 yuan, accounting for 2.5% of the total investment.
3. Assessment standards

The Assessment Standards adopted China’s domestic relevant Environmental Quality Standards and the Pollutants Discharge Standards. The selected standard has already been confirmed by Shijiazhuang Municipal Environmental Protection Bureau.

4. Influence of the project construction on environment and the mitigation measures

4.1 Influence on the aqueous environment and the mitigation measures

The main outer emission of the item is domestic sewage, it engenders 1.5m³ per day. The domestic sewage is disposed in the cesspool, then emits into the sewage net of ZhongShan East Road, after that, it emits into Bridge East Sewage Disposal Factory to be disposed. The waste water quality of outer emission of the item is applicable to Class 3 of Sewage Comprehensive Discharge Standards(GB8978-1996) and the requirement for entry water quality of Bridge East Sewage Disposal Factory, and doesn’t have any adverse effect on the running of sewage disposal factory. Table 4 shows the standard values. Therefore, it has little influence on the aqueous environment.

4.2 Influence on the air environment and the mitigation measures

The tail gas which is contained carbon monoxide, nitrogen oxide and hydrocarbon in the course of motor vehicles running may have bad influence on resident and ambient air. Therefore, vehicles which don’t reach the standard should be controlled strictly. After finishing this item, it can not only guarantee the traffic fluency, improve the running efficiency, but also greatly reduce the engendered quantity of tail gas. After implementing this item, it may not pollute the ambient atmosphere environment, but also alleviate the local air environmental pollution which is brought by motor vehicles tail gas.

4.3 Influence of noise on the environment

After the completion and exertion of this item, the noise pollution source is mainly from the noise of vehicles which are call at and away from the station, such as engine, transmission system and exhaust system, the attrition between tyre and road surface also produce noise. The completion of the item will improve the ambient traffic environment and traffic condition of passengers. At the same time, it provides basic guarantee for dispatching and operation of buses, therefore, the influence of traffic noise on the surrounding environment will be reduced. The parking area is mainly arranged at northern part of the parking station,
the noise brought by the vehicles at southern part of the parking station during the running period will have little effect on residents who live in the internal unit’s employee dormitory after the distance reduction and the obstruction by sound insulation glass. The employee dormitory which is combined with external units locates at the north side of employee dormitory building which belongs to the NO.1 Urban Public Transport Co.. Since the noise which is brought by the vehicles at parking station went through distance reduction and obstruction by the employee dormitory building which belongs to the NO.1 Urban Public Transport Co., the noise reduction value has reached more than 15 dB. Therefore, noise brought by the vehicles has little effect on residents who live in the employee dormitory which is combined with external units.

4.4 Solid waste
The solid wastes are mainly the domestic wastes which were brought in the process of employee’s work and life, the rubbish volume reaches 7.5 t/a. The quantity of the whole parking station may not increase. After the centralized collection of domestic wastes, they were carried to landfill sites for sanitary landfill.

5. Feasible conclusion of the project
The construction project of TanGu Transit Center which is included in Municipal Transport Project of Shijiazhuang loaning from World Bank accords with national industry policy. It has adopted more consummate environmental protection and treatment measures to ensure that all the pollutants emission are in accordance with standards. The implement of the project has little effect on ambient environment. From the point view of environmental protection, the construction of this item is feasible.