



Integrated Safeguards Data Sheet Restructuring Stage

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I. BASIC INFORMATION

1. BASIC PROJECT DATA

Project ID	Project Name
P112838	China Wuhan Second Urban Transport
Task Team Leader(s)	Country
Arturo Ardila Gomez	China
Approval Date	Environmental Category
30-Mar-2010	Partial Assessment (B)
Managing Unit	Is this a Repeater project?
GTI10	

PROJECT FINANCING DATA (IN USD MILLION)

Total Project Cost	Total Financing
1,173,300,000.00	1,173,300,000.00
Financing Gap	
0.00	

Financing Source	Amount
Counterpart Funding	1,073,300,000.00
International Bank for Reconstruction and Development (IBRD)	100,000,000.00
Total	1,173,300,000.00

2. PROJECT INFORMATION



Current Project Development Objective

The objective of the Project is to assist the Borrower's Municipality of Wuhan to enhance mobility for passenger trips within and to the central area of Wuhan in an environmentally sustainable, integrated and safe manner.

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1. PROJECT DESCRIPTION

Part A: Public Transport

Strengthening public transport route rationalization and operations, including providing on-street priority to buses on selected road corridors in Wuhan Municipality, including Heping Avenue (in Wuchang County) and Hanyang Avenue (in Hanyang County).

Construction of public transport transfer terminals/interchanges in Wuhan Municipality to facilitate transfer from private to public transport modes and park and ride for non-motorized vehicles and cars, including at San Jin Tan and Tian Shun Yuan.

Part B: Road Safety

Improving traffic management, safety and mobility through, inter alia, traffic enforcement, education campaigns and engineering measures, including installation of additional traffic signals for vehicles and mid-block traffic signals for pedestrians, facilities for pedestrians and cyclists, and signs and markings in selected road corridors in Wuhan Municipality, including Heping Avenue (in Wuchang), Xudong Dajie/No.2 Yangtze Bridge, Hanyang Avenue (in Hanyang County) and Baishazhou Avenue, and the area within the Second Ring Road.”

Part C: Road Improvement

Carrying out rehabilitation, upgrading, and construction of three key links of the urban road network of Wuhan Municipality, including: (i) rehabilitation of a selected section of Jiefang Dadao road and construction of an extension of said road; (ii) rehabilitation of ground roads along the Shuidong Section of the Second Ring Road and the concurrent ground road section under the approach bridge of the Erqi Yangtze River Bridge in Wuchang; and (iii) new construction of the elevated Shuidong Section of the Second Ring Road from Heping Dadao to Zhongbei Lu Extension.

Part D: Travel Demand Management



Carrying out a program for improving travel demand management through, inter alia, procuring equipment, and carrying out studies, training and capacity building measures for URBMC.

Part E: Institutional Development

Carrying out of studies and a comprehensive plan for strengthening the institutional capacity of Wuhan Municipality in developing an urban transport strategy, with particular focus on non-motorized transport, public transport integration, and transport issues related to intelligent transport feasibility and sustainability.

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3. PROJECT LOCATION AND SALIENT PHYSICAL CHARACTERISTICS RELEVANT TO THE SAFEGUARD ANALYSIS (IF KNOWN)

Wuhan, Hubei Province, PR China.

4. ENVIRONMENTAL AND SOCIAL SAFEGUARDS SPECIALISTS ON THE TEAM

Zhefu Liu (GSU02), Peishen Wang (GEN2A)

5. SAFEGUARD POLICIES TRIGGERED

Safeguard Policies	Triggered	Explanation
Environmental Assessment (OP) (BP 4.01)	Yes	The project includes physical works of construction of new roads, rehabilitation and expansion of existing urban roads, construction of parking lot etc. Most impacts are localized along project sites and alignment, and can be dealt through proper engineering design and construction practices, and therefore the project merits a B category for environmental purposes. An EIA and EMP have been prepared and approved for the project.
Natural Habitats (OP) (BP 4.04)	No	



Forests (OP) (BP 4.36)	No	
Pest Management (OP 4.09)	No	
Physical Cultural Resources (OP) (BP 4.11)	No	
Indigenous Peoples (OP) (BP 4.10)	No	No ethnic minority communities were located or present in the project areas and an IPDP was not requested.
Involuntary Resettlement (OP) (BP 4.12)	Yes	The project required collective land and private structures. A RAP was prepared prior to project appraisal and an updated RAP was disclosed on a local website for public consultation.
Safety of Dams (OP) (BP 4.37)	No	
Projects on International Waterways (OP) (BP 7.50)	No	
Projects in Disputed Areas (OP) (BP 7.60)	No	

II. KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

A. SUMMARY OF KEY SAFEGUARD ISSUES

1. Describe any safeguard issues and impacts associated with the Restructured project. Identify and describe any potential large scale, significant and/or irreversible impacts.

The project is a straightforward urban transport infrastructure project, and will have positive environmental and social impacts by improving the road network and promoting public transport, which in turn will reduce environmental pollution related to vehicle emissions. Given the urban context and common types of civil works involved, the project is classified as Category B due to its low environmental sensitivity. The project's major negative impacts will be common environmental issues related to construction activities, i.e., land acquisition, construction noise, airborne dust, loss of surface vegetation, water pollution and soil erosion, solid waste/soil disposal, and disturbance to traffic and social activities of the local community during the construction period. Traffic noise, safety and community severance will be the main issues during operation. These environmental and social impacts are well understood and can be readily mitigated with good construction management and mitigation measures developed in the EMP. No large-scale, significant or irreversible impacts are envisioned under the project.



At the time of this restructuring, two public transport terminals—Gandu Garden and Jinyintan Park & Ride—were dropped from the project. The construction of these two terminals is covered in the original EIA and EMP. The dropping of these two terminals will reduce the project's overall environmental impact, and will not cause any additional environmental impacts.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area.

The proposed project components are highly consistent with the Wuhan Urban Transport Strategy and part of the most urgently needed priorities identified by this Strategy. The full Implementation of these priorities will further improve urban traffic conditions and promote public transport development in Wuhan, thus contributing to overall urban development.

3. Describe any potential alternatives (if relevant) considered to help avoid or minimize adverse impacts.

The overall Urban Master Plan determined road alignment and location of bus-terminal/transfer and parking sites. Relevant road/public transport plans were taken as a given. However, as part of the ongoing Wuhan Urban Transport Project, Wuhan conducted an environmental assessment of its Urban Transport Strategy. This assessment helped to identify environmentally sensitive sites and terrains and confirmed that the larger transport plan was consistent with sound environmental principles. During the project feasibility and design stages, analyses of alternatives mainly focused on technical configurations for roads, interchanges and the parking site. Comprehensive comparisons have been conducted for environmental, social, technical and financial factors, and final selection is based on overall optimum consideration. Jiefang Avenue: the existing road was developed as a high-speed urban express road with no pedestrian facilities. At the same time this is the road along which the LRT is being extended. Furthermore, although very limited pedestrian and NMV facilities were envisioned, this was not congruous with the surrounding land use which is being developed as heavily commercial and residential. Key constraints for road network development in northeastern Hankou were the limited options to cross rail lines at Baibuting. The project preparation process included a rigorous analysis of alternatives with two goals: (i) to generate alternative options to create additional capacity in this corridor which could reduce some of the traffic pressures on Jiefang Avenue; and (ii) to optimize the design for this route to facilitate a safer and more people-centric solution integrated with the LRT. Because of this analysis, (a) Jiefang Avenue was downgraded from Expressway Standard to Primary Distributor and redesigned to reduce its attractiveness for through-traffic, improve pedestrian-crossing facilities, and improve the integration with and access to public transport. The width of some sections was reduced from the original eight lanes to six lanes to minimize resettlement impact; and (b) adjustments were also made in the adjacent road network to provide alternative routes.

Design of the Shuidong Section (section of the Second Ring Road from Heping Avenue to Zhongbei Lu, length: 3.3 km, width: 50 to 130 m depending on section). Two alternatives were developed for this section of the Second Ring Road: an elevated and an at-grade roadway. The Design Institute conducted a detailed cost analysis of both alternatives. Because of higher resettlement costs and delays associated with the construction of the at-grade roadway, the elevated alternative was preferred.

Safety Corridors. A variety of different levels of treatment were considered for the road safety corridors at preparation stage. Considering Chinese and international experience, a final decision was made to favor physical channelization over road markings, and mid-block signals over unsignalized zebra crossings, to achieve the PDOs in



terms of enhanced safety.

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.

Social Safeguards:

This is the project's second extension of the closing date. For the resettlement progress review in general, a Resettlement Action Plan (RAP) was prepared prior to September 2009. Public consultation and participatory approaches were used to prepare mitigation measures for people and facilities affected by the project. The RAP incorporated these measures and has been under implementation for nearly seven years.

The Bank task team conducted mid-term reviews of the project and concluded that the resettlement works on Shuidong Road in downtown Wuchang were completed satisfactorily. A total of 349 families, comprising 1,347 persons, were settled and 23 hectares of collective land were required. All the displaced families have moved into their new apartments. The three affected village committees participated in Wuhan's municipal programs known as "village-inside-city improvement projects" and played important roles in the resettlement activities. The resettlement policies conducted by the village committees were consistent with those in the RAP. Most of the displaced families were eligible to receive three sets of apartments, some more. All the displaced families also received their bonuses from the village development project, not included in RAP policies.

Resettlement on the Jiefang Avenue Rehabilitation was conducted successfully: 42 displaced families, comprising 143 persons, were settled; 8.2 hectares of collective land were required; and 97 businesses/shops were compensated. Resettlement on Jiefang Avenue and on the Jiefang Avenue Extension (JAE) was to be completed prior to the first extension of the closing date. However, the resettlement on the JAE was not completed and most of the families in Nanhu village remained in rental apartments.

For the second extension of the closing date, the resettlement works will continue to focus on Nanhu village. Based on the updated RAP, 399 families, comprising 1,596 persons, will be relocated and six hectares of collective land will be required. These 399 families will be re-categorized as 681 families to receive more resettlement apartments and more benefits from project development. The displaced families will be treated as urban citizens to share more social security policies and pensions, medical insurance and bonuses from their village development. The resettlement policies will be developed in accordance with the original and updated RAPs. All displaced families may receive more benefits beyond those in the RAP. According to the resettlement plan, two centralized resettlement apartment sites will be constructed. One of these was completed and the other is under construction. All displaced families are expected to be relocated in resettlement apartments by December 2018.

Two elements of the project's Public Transport component—the Gangdu Garden bus depot and Jinyintan Park & Ride—will be dropped from the second project extension. There was no resettlement in these two subprojects, as identified prior to project appraisal and confirmed by the Bank's task team during its supervision missions. Regarding the Gangdu Garden bus depot, it is a piece of Wuhan municipal land and land-use planning authorities approved this land to be used solely for public transport purposes, such as bus storage. Regarding the Jinyintan Park & Ride, this piece of land is fenced and used for temporary storage of construction tools and materials. There was an agreement signed by both the current user and local municipal agency that this piece of the land will be returned to Wuhan Municipality if the Park & Ride is to be constructed. The WMG may build these two public transport facilities within five to seven years. Because the project will close by August 31, 2018, they are being dropped from the project. However, in case the WMG undertakes these two subprojects with counterpart funds prior to the new



closing date, then World Bank safeguards policies will apply and the task team will supervise these two subprojects. The results monitoring consultant will also report progress to the task team.

Environmental Safeguards:

The added activities under the first project restructuring (August 2015), included the installation of intelligent traffic management equipment such as traffic signals and monitoring equipment. These activities are the same activities found in the Public Transport and Road Safety components, thus did not trigger any new environmental issues that are not envisaged in the original EIA and EMP. The existing EMP is adequate to accommodate the project adjustment, and no new EA document was required.

The second project restructuring in August 2017, includes the extension of project closing date and dropping of two bus terminals. This change will reduce the project activity and has no additional environmental impacts expected, therefore, no new environmental documents or update of existing EIA/EMP is needed.

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

The key stakeholders include local project-affected people and relevant local government agencies. Two rounds of public consultation were conducted during EA preparation. The first round was conducted from March 16 to 20, 2009, through field interviews and questionnaire surveys among project-affected people, local village committees, schools and hospitals. A total of 210 participants were consulted. The main concerns raised by the public were noise/dust impacts, traffic disturbance, pedestrian crossing and esthetics during construction, and resettlement compensation. All these concerns were addressed in the project design, RAP, and EIA/EMPs. The second round of public consultation was conducted from May 25 to June 5, 2009 after the draft EIA report was prepared. Two public meetings were held in local communities and a total of 270 questionnaires were collected through individual interviews. The general public's main concerns included traffic disturbance and noise/dust pollution during construction, for which proper mitigation measures were included in the EIA/EMPs and explained to the public. The draft EIA received broad support and satisfaction from the public consulted. As required by Chinese EIA regulations, the first-round information disclosure was carried out on March 13, 2009, in which brief project information and the commencement of the EIA were published in the Wuhan Evening News. The second round of disclosure was conducted on April 4, 2008, when the draft EIA report (simplified version) was disclosed on the Internet (www.crfdsi.com) with an announcement published in the Wuhan Evening News. The full EIA report was disclosed on the Internet on May 20, 2009. The Chinese and English EIA/EMPs were submitted to the Bank's Infoshop for disclosure on August 11, 2009. For the project restructuring in August 2017, two public transport terminals—Gandu Garden and Jinyintan Park & Ride—were dropped from the project. This change does not require an update of the EIA and RAP. Therefore, no additional disclosure is needed. The task team will continue supervising these two subcomponents as agreed prior to the project extension by both the Bank task team and the Wuhan PMO because Bank OP 4.12 applies to them if the project has not closed.

B. DISCLOSURE REQUIREMENTS



Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank

21-Jul-2009

Date of submission for disclosure

11-Aug-2009

For Category 'A' projects, date of distributing the Executive Summary of the EA to the Executive Directors

"In country" Disclosure

Country

China

Date of Disclosure

20-May-2009

Comments

Resettlement Action Plan/Framework Policy Process

Date of receipt by the Bank

26-Aug-2009

Date of submission for disclosure

27-Aug-2009

"In country" Disclosure

Country

China

Date of Disclosure

04-Jul-2009

Comments

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

If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?

Yes

Are the cost and the accountabilities for the EMP incorporated in the credit/loan?

Yes



OP/BP 4.12 - Involuntary Resettlement

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes
Is physical displacement/relocation expected?	Yes
Provide estimated number of people to be affected.	3,100
Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)	No

The World Bank Policy on Disclosure of Information

Have relevant safeguard policies documents been sent to the World Bank for disclosure?	Yes
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

All Safeguard Policies

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes
Have costs related to safeguard policy measures been included in the project cost?	Yes
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes

III. APPROVALS



Task Team Leader(s)	Arturo Ardila Gomez	
Approved By		
Safeguards Advisor	Peter Leonard	25-Aug-2017
Practice Manager/Manager		

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